

# PARKLANDS

## CITY OF SAN BUENAVENTURA SPECIFIC PLAN NO. 6

Moule & Polyzoides Architects and Urbanists  
Katie O'Reilly Rogers ASLA  
DTR Engineers  
Environmental Planning & Design  
Swift and Associates



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# I. OVERVIEW

## ORIGINS OF SPECIFIC PLAN NO. 6

A. "Realizing the Vision. City of Ventura ("City") Specific Plan No. 6 ("Specific Plan"), which governs Parklands, is the realization of the Vision of those selfless citizens who spent countless hours to plan Ventura's future. Parklands is the initial catalyst for the revitalization of the surrounding Wells/Saticoy Village neighborhood. It is the embodiment of New Urbanist principles under the City's new General Plan. The New Urbanist Transect envisions a series of efficiently dense residential nodes located along corridors of existing transportation, e.g. SR 126, and existing City public transport. Parklands, functioning as its own mini-village within the greater City system of public places, services and amenities, provides a variety of housing types and densities together with convenience retail serving its residents as well as residents from nearby neighborhoods.

B. New Urban Standards.

1. Parklands is a traditional neighborhood embodying the principles of New Urbanism emphasizing the public realm, pedestrian-friendly streets and blocks, a diversity of uses and a diversity of building types to generate a distinct sense of neighborhood identity.
2. Specific Plan No. 6 is an innovative merger of a variety of quality housing adhering to environmentally sensitive protocols and the pragmatics of critically needed living space in this place and time.
3. Walkability is achieved by blocks oriented in a climate-specific geometry, configured to create

socialization among its residents and purposefully deny the conventional form of typical walled or isolated suburban housing tracts.

4. Streets of varying dimensions and streetscapes emphasizing pedestrian-ways are differentiated by function and adjacent architectural character, connecting and integrating Parklands with existing and future surrounding neighborhoods.
5. Convenient interior and external bicycle, pedestrian and vehicular circulation patterns provide access to Parklands' recaptured Brown Barranca, community building, open space and varied recreational facilities.
6. A continuous network of open space areas, from the Brown Barranca to its linear parks and neighborhood greens, mark Parklands' uniqueness.
7. Preserving and enhancing Brown Barranca as a natural, public amenity of the greater Wells Community. Parklands enables the perpetual public use of Brown Barranca. The Barranca and its adjacent linear parks extend the existing Linear Park System with added Class I and II City Bike Paths, tot lots, picnic tables, benches, exercise equipment and quiet time public furniture, as places for fitness, family recreation, social gathering and children's play.
8. Spacious green setbacks along Telegraph and Wells Roads create openness and quiet for existing neighborhoods as well as Parklands residences.



Traditional neighborhood architectural types

- 9. Residences with diverse street frontages have backs and garages on rear alleys.
- 10. Homes and residences are of various sizes, types, and prices, attracting households of varying size and income, seamlessly intermixed, but maintaining individual differences.
- 11. Passive environmental design, energy conservation and practical green construction are featured.

Parklands and its Form Based Code is a dramatic departure from the usual pattern of suburban sprawl dominant in Southern California since the 1950s. Sprawl development is characterized by homogeneous and monotonous single-use zones, wherein housing, shopping and jobs are separated by distance and structures. Those neighborhoods are identified by discontinuous wide thoroughfares for rapid movement of cars without respect for human scale social enjoyment; they are void of public space.

As the first Traditional Neighborhood Development ("TND") in the City of San Buenaventura, and one of the very few across Southern California, Parklands challenges old ways to bring together New Urbanist ideals, city planning and livable space.

- C. Traditional Neighborhood Design. Parklands is designed as a Traditional Neighborhood Development - a method of planning and development that has emerged as an alternative to conventional suburban development governed by a Form Based Zoning Code and this Specific Plan No. 6.



Traditional Town Center, Main Street in Downtown Ventura

True to a traditional neighborhood, Parklands has a center and an edge. This combination contributes to its social identity and mixing of its inhabitants. Parklands neighborhood center is a public place with a plaza, green space and a community building available to the larger Wells Community.

Parklands has a one quarter-mile radius from physical center to edge. An average 5-minute walk at an easy pace connects all residents to the Community building, convenience retail and on-site recreation. A transit stop is located on its edge enabling public transport mobility to places and events throughout the City.

Parklands is structured on individual blocks and a network of skinny thoroughfares, which encourage pedestrian movement by shortening distances and walking time along attractive and engaging pedestrian ways. These interconnecting thoroughfares provide multiple routes that diffuse traffic, keeping local traffic off regional roads and through traffic off of interior streets. Emergency personnel are able to reach distressed locations in quick time. Neighborhood streets of varying dimensions and streetscapes, as detailed on pages 4:11 through 4:18, provide eye interest, pedestrian comfort and, lastly, automobile circulation. Street intersections have minimal curb radii to slow cars and minimize the crossing distance of pedestrians. Parklands streets have landscaped center medians which reduce apparent and actual travel distance, and, where possible, have on-street parking to buffer moving traffic from pedestrians, slowing auto travel and diminishing actual danger without speed bumps and traffic control devices. Pedestrians feel safer with cars parked at the curb protecting them from adjacent through traffic.

Parklands' structured block sizes allow residences to face onto the street without the interruption of front accessed garages. Garages are accessed off of rear alleys. The width and depth of the block determines building types and densities.

Parklands residences and park areas, and their relationship to each other are integral to the character of each interior neighborhood, defining the street and open space they face onto. This public realm, all that is not within a building, is the social ingredient which encourages casual meetings among neighbors in community space.

# I. OVERVIEW

## ORIGINS OF SPECIFIC PLAN NO. 6 (CONTINUED)

### D. Relationship to General Plan

#### FITTING THE PARKLANDS SPECIFIC PLAN NO. 6 to the City Vision and New General Plan

1. Specific Plan Purposes. This Specific Plan No. 6 sets forth the land use policies and standards to guide future development on Parklands property. It presents solutions to planning issues and is used to facilitate agency and public review of potential environmental impacts of Parklands.

When development projects affecting all or a part of Parklands are reviewed by the City, the planning staff will use this Specific Plan No. 6 as the means and measure of evaluating the project. Projects are judged on their consistency with Specific Plan No. 6's policies and for conformance with its development standards. For projects within the Saticoy & Wells Community Plan Area, policies and standards in this Specific Plan No. 6 will take precedence over more general policies and standards applied throughout the rest of the City. In situations where policies or standards relating to a particular subject have not been provided in this Specific Plan, the existing policies and standards of the new 2005 General Plan and the City of San Buenaventura Municipal Code shall govern.

2. Relationship to Ventura General Plan. The City of Ventura General Plan is the primary policy planning document that provides the framework for management and utilization of the City's physical, economic and human resources. The City General Plan consists of 10 elements expressing the intent of the City Council in approving Resolution Numbers 2005-072, 2005-073, and 2007-049.

Each of said elements contains goals, policies and implementation measures to guide development within the City.

Parklands is a self contained, but integrated area within the Saticoy & Wells Community at Wells and Telegraph Roads and SR 126. Specific Plan No. 6 provides a direct linkage between the City's General Plan and detailed Parklands development plans. It directs all facets of future development within the area of Specific Plan No. 6, including:

- Designation of land uses;
- Designation of required access & Circulation elements;

- Location and sizing of infrastructure;
- Financing methods for on- and off-site public improvements; and
- Establishing aesthetic and functional or operational design guidelines and standards of development, including maintenance, repair and replacement of infrastructure.

Under California Law, a specific plan must be consistent with the City's General Plan (California Code 65450 et. seq.). By establishing policies and standards for the plan area, also referred to as a Form Based Code, this Specific Plan No. 6 implements the City's General Plan on a site-specific level of detail, and provides for orderly development of this infill Property. Specific Plan No. 6 is consistent with the General Plan's overarching land use policy or strategy of "infill first." The Project also carries out the City's adopted policy of pedestrian friendly, "new-urbanist" style neighborhoods. This Specific Plan No. 6 also serves as an application which examines Parklands and its consistency with selected General Plan Policies and Action Items.

Per the General Plan, the entire Parklands site and its eastern frontage has a General Plan designation of Neighborhood Low. In order to facilitate the introduction of the transect on the site, the Parklands Development Code introduces three zones: Neighborhood Edge (5 du/ acre, gross), Neighborhood General (6 du/acre, gross), and Urban General Corridor (15 du/acre, gross). Though Parklands disperses different densities throughout the site, the average density of the three zones (i.e. for the entire site) is 7.48 du/acre, gross - a density that is well within the General Plan's mandated density of 8 du/acre, gross.

3. Specific Plan No. 6 is a Regulatory Tool. A specific plan is a planning and regulatory tool enforceable under Government Code Section No. 65450, et seq. Generally, specific plans are legally enforceable to implement a city's or county's general plan through the development of policies, programs, and regulations which provide an intermediate level of detail between the general plan and individual development projects.

The authority to prepare and adopt specific plans and the requirements for their contents are set forth in the California Government Code, Sections 65450 through 65457. This Specific Plan No. 6 is adopted by City Council Ordinance No. \_\_\_\_\_, dated \_\_\_\_\_, 2009. (Number and date to be inserted here). The standards contained herein are enforceable to the same

extent as standards contained in the Zoning Ordinance or City Form Based Codes.

4. Vision Policies. Next, we call out how Parklands fits into the City's General Plan Goals, Policies and Actions as derived from The Vision as follows:

a. OUR NATURAL COMMUNITY

Policy 1B: Increase the area of open space protected from development impacts.

Action 1.8: Buffer barrancas and creeks that retain natural soil slopes from development according to State and Federal guidelines.

Action 1.9: Prohibit placement of material in watercourses other than native plants and required flood control structures, and remove debris periodically.

Plan Proposal: Parklands recognizes the existing Brown Barranca as a distinct community and regional feature, which protects the natural terrain and vegetation within the site while providing an indispensable public amenity. This plant palette, augmented by native plant species (introduced as part of project mitigation), creates a unique sense of place, benefits wildlife, provides natural erosion control, and reduces maintenance and environmental costs resulting from lower water use and reduced chemical treatment.

Policy 1C: Improve protection for native plants and animals.

Action 1.16: Comply with directives from regulatory authorities to update and enforce stormwater quality and watershed protection measures that limit impacts to aquatic ecosystems and that preserve and restore the beneficial uses of natural watercourses and wetlands in the city.

Action 1.17: Require development to mitigate its impacts on wildlife through the development review process.

Action 1.18: Require new development adjacent to rivers, creeks, and barrancas to use native or noninvasive plant species, preferably drought tolerant, for landscaping.

Action 1.19: Require projects near watercourses,

shoreline areas, and other sensitive habitat areas to include surveys for State and/or Federally listed sensitive species and to provide appropriate buffers and other mitigation necessary to protect habitat for listed species.

Plan Proposal: Water and Hydrology components of the Landscape Plan integrate sustainable concepts, and maintain and restore natural functions and processes. Public rights-of-way carry runoff from streets as extensions of the natural stream and surface runoff system. This ecological concept transcends the project site to positively affect the surrounding neighborhoods and the regional watershed by reducing volume and rate of runoff and by eliminating or minimizing runoff pollutants through natural filtration.

The development of Parklands requires the removal of non-native riparian vegetation within the Barranca. This removal is mitigated on site through the establishment of native riparian restoration areas as well as the removal of invasive species and subsequent replacement with arroyo willow riparian forest vegetation.

b. OUR PROSPEROUS COMMUNITY

The Goal of Chapter 2 of the General Plan is to create a favorable economic and social climate that attracts substantive businesses to Ventura, and provides housing for the full range of workforce households at all income levels. The General Plan's Policies and Actions that are pertinent to Specific Plan No. 6 include:

Policy 2B: Make the local economic climate more supportive of business investment.

Action 2.6: Encourage intensification and diversification of uses and properties in districts, corridors, and neighborhood centers through the assembly and responsible use of vacant and underutilized parcels.

Action 2.8: Carry out City Housing Element programs to provide housing to all segments of the local workforce.

Plan Proposal: Specific Plan No. 6 directs changes to an underutilized site that is currently growing domes-

# I. OVERVIEW

## ORIGINS OF SPECIFIC PLAN NO. 6 (CONTINUED)

tic flowers and is incompatible with the adjacent and surrounding residential neighborhoods and the Parking Plaza strip easterly across Wells Road from Telegraph Road to SH 126. Parklands brings a wide range of housing choices, a mixed-use neighborhood, retail and services, recreational and potential civic uses.

### c. OUR WELL-PLANNED COMMUNITY

Chapter 3 of the General Plan calls for a well-planned approach to managing growth that facilitates new jobs, homes, stores and services without (a) traffic gridlock, (b) “cookie cutter” tract houses, and (c) housing prices that make San Buenaventura unaffordable to working families. Pertinent General Plan Policies and Actions include:

Policy 3A: Sustain and complement cherished community characteristics and values.

Plan Proposal: Specific Plan No. 6 furthers General Plan Policy 3A by requiring that Parklands be designed and built as an attractive mixed use, primarily residential neighborhood of varied housing types and architectural styles compatible with surrounding residential and commercial neighborhoods in the Saticoy & Wells Community.

Action 3.2: Enhance the appearance of districts, corridors, and gateways (including views from highways e.g. SH 126) through controls on building placement, design elements, and unobtrusive directional signage.

Action 3.6: Expand and maintain the City's urban forest and thoroughfare landscaping, using native species in accordance with the City's Park, Irrigation and Landscape Guidelines.

Plan Proposal: Parklands is a traditional neighborhood development comprised of a public space network that forms, and frames, a number of simple urban blocks, very similar in scale to those that make up so many of Ventura's fine older neighborhoods. The Parklands Development Code requires that residences and commercial buildings face and engage the public streets and that the majority of the building frontage be devoted to house purposes rather than garage purposes. In addition, the allowed Frontage Types provide for a green, landscaped streetscape that smooth the transition from public (in the street) to private (in the residence). The Architectural Guidelines ensure that the buildings are not

only the size and scale of houses that belong in such a Ventura neighborhood, but that they also have the architectural character reflective of Ventura's architectural heritage.

Parklands provides street trees on all on-site streets to provide shade, reduce solar heat gain, reduce storm-water runoff, extend the life of streets, improve local air, soil, and water quality, reduce atmospheric carbon dioxide, provides wildlife habitat, increases property values, enhances the attractiveness of a community, and promote general human health and well being.

Policy 3B: Integrate uses in building forms that increase choice and encourage community vitality.

Plan Proposal: As setout in Policy 3B, Parklands provides a variety of housing types that will accommodate and attract a wide range of household types and income levels producing a diverse and well-rounded resident population. Such a group of homeowners is vital to the service needs in the City.

Parklands' assortment of building types provide opportunities for live/work, Parking Plaza, neighborhood-serving retail, and home occupation. Furthermore, Parklands' transect-based distribution of uses and Traditional Neighborhood Design (TND) of individual blocks, interconnected streets, inviting public realm, and variety of building types encourages community vitality by providing a place for its residents to walk, bicycle, play, and interact in the public realm.

Action 3.9: Adopt new development code provisions that designate areas within districts and corridors for mixed-use development that combines businesses with housing, and focuses on the redesign of single-use shopping centers and retail parcels into walkable, well connected blocks, with a mix of building types, uses, and public and private frontages.

Plan Proposal: The Parklands Neighborhood Center is the embodiment of Action 3.9, wherein it accommodates a mix of 173 Courtyard and Live/Work units and up to 25,000 square feet of convenience retail. The buildings of the Neighborhood Center enhance the pedestrian character of the public realm and insure that its buildings fit into the surrounding neighborhood by varying their size and massing, while providing visually and functionally appealing residential, Parking Plaza, and retail frontages.

The Neighborhood Center is connected to the neighborhoods on the westerly side of Brown Barranca by a pedestrian and bicycle bridge. The Neighborhood Center is also directly across Telegraph Road from the recently completed senior center, encouraging seniors to utilize retail and Parking Plaza amenities without having to drive. Likewise, pedestrians, cyclists, and roller-bladers using the Linear Park trail can stop in the Neighborhood Center, relax, and enjoy a snack, refreshment, and conversation.

Policy 3C: Maximize use of land in the City before considering expansion.

Action 3.14: Utilize infill development to the extent possible to fulfill the Housing Element.

Action 3.15: Adopt new Form Based Code provisions that ensure compliance with Housing Element objectives.

Plan Proposal: Parklands is an infill site, surrounded on all sides by residential development, a Parking Plaza and existing urban transportation corridors along Telegraph and Wells Roads and SR 126. The proposed residential density is in compliance with its underlying General Plan land use designation of Neighborhood Low (up to 8 du/acre).

As detailed in the Development Standards of Parkland's Regulating Plan, the Site Plan would complement and continue the existing infill characteristics of the Saticoy & Wells Community. Attached housing would be located at the major intersection of Telegraph and Wells Road and along segments of those arterials. The proposed design of the area between Telegraph Road and SH 126 (Blackburn Avenue) reflects the General Plan's policy of locating higher density residences near existing or planned transportation, circulation and services.

#### d. OUR ACCESSIBLE COMMUNITY

Chapter 4 of the General Plan is the City Circulation Element. The opening paragraph, which summarizes the transportation philosophy of the City, states: "Our Goal is to provide residents with more transportation choices by strengthening and balancing bicycle, pedestrian and transit connections within the City and the surrounding region."

The following Policies and Actions of the General Plan

are addressed in the Specific Plan:

Policy 4A: Ensure that the transportation system is safe and easily accessible to all travelers.

Action 4.6: Require new development to be designed with interconnected transportation modes and routes to complete a grid network connecting with all parts of the City.

Action 4.10: Modify traffic signal timing to ensure safety and minimize delay for all users.

Action 4.12: Design roadway improvements and facility modifications to minimize conflict between pedestrians, bicycles and automobiles.

Plan Proposal: Specific Plan No. 6 accommodates the diverse needs of all transportation modes - pedestrians, bicyclists, and motor vehicles - while creating peaceful and livable spaces. The standards of this specific plan produce a higher quality of life, fewer and shorter motor vehicle trips and greater personal safety and serenity. In particular, the plan provides:

- Individual blocks, interconnected streets and inviting open spaces that encourage pedestrian activity while providing multiple, traffic-diffusing routes.
- Sidewalks on all streets, paseos, rosewalks, and greenways enabling on average a five minute walking time between residences and Parking Plaza, recreation and civic facilities.
- Pedestrian and bike paths along Brown Barranca from Telegraph to Wells Road plus interior walkways with connection to off-site neighborhoods.
- Incorporate planning and design that enables a connection between Parklands and Saticoy Avenue and nearby existing and future neighborhoods, e.g. Hansen Trust property.
- Connection of Wells Road to the Parklands interior via a full service bridge and a pedestrian bridge over Brown Barranca.
- Connection of Blackburn Avenue to Telegraph Road.
- Connection of Wells Road to Saticoy Avenue via Carlos Street.
- Narrow streets designed specifically to slow traffic.
- Class I Bikepaths as key components of interior and off-site connectors.
- Modify traffic signals at Carlos and Citrus Streets at Wells Road.

# I. OVERVIEW

## ORIGINS OF SPECIFIC PLAN NO. 6 (CONTINUED)

Policy 4B: Help reduce dependence on the automobile.

Action 4.17: Promote the development and use of recreational trails as transportation routes to connect housing with civic services, schools, retail, entertainment and employment.

Action 4.21: Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along the shoreline and watercourses.

Plan Proposal: See Plan Proposal for Policy 4A above.

Policy 4C: Increase transit efficiency and options.

Action 4.28: Require all new development to provide for citywide improvements to transit stops that have sufficient quality and amenities, including shelters and benches, to encourage ridership.

Plan Proposal: Parklands satisfies Action 4.28 because of its amenities and location immediately adjacent to Gold Coast Transit Routes 10 and 11. Taking advantage of this proximity, Parklands introduces a new Gold Coast Transit bus stop and turnout on the south side of Telegraph Road (for eastbound buses). Parklands Traditional Neighborhood Design should increase ridership by providing streets and bike racks that encourage people to walk or bicycle to the bus stop. Parklands streets are designed to be memorable places with special landscaping and eye-appeal which make walking and cycling a more enjoyable experience.

Policy 4D: Protect views along scenic routes.

Action 4.36: Require development along the following roadways – including noise mitigation, landscaping, and advertising – to respect and preserve views of the community in its natural context: Telegraph Road (east of Victoria Avenue) and Wells Road (between Telegraph Road and Highway 126).

Plan Proposal: Parklands has been designed to foster views from the primary roads in accordance with Action 4.36. In that regard, Parklands completely avoids the use of sound walls along its Wells Road and Telegraph Road frontages, instead, lining the frontages with a variety of buildings, landscaping, and open spaces. Parklands' buildings have appealing frontages (porches, stoops, storefronts), which provide direct entry to the dwelling

units from the sidewalk, and are designed in a variety of styles (Mediterranean, Craftsman, and Beach Bungalow). The design animates the sidewalk, provides “eyes on the street,” and presents street frontages more in character with Ventura’s traditional neighborhoods and districts (Midtown, the East and West Neighborhoods, and Downtown).

In addition, Parklands presents pedestrian-scaled block faces to Wells and Telegraph Roads, thereby increasing pedestrian and vehicular access to Parklands’ neighborhoods as well as providing passing pedestrians, bicyclists, and motorists with glimpses into its tree-lined streets and inviting open spaces.

Parklands’ has been laid out to enable views of and access to Brown Barranca, its Linear Park, and Bike Paths.

### e. OUR SUSTAINABLE INFRASTRUCTURE

Chapter 5 of the General Plan relates to infrastructure and basic policies for conservation. Policies and Actions pertinent to Parklands include:

Policy 5A: Follow an approach that contributes to resource conservation.

Action 5.1: Require low flow fixtures, leak repair, and drought tolerant landscaping (native species, if possible), plus emerging new water reclamation techniques.

Action 5.2: Use natural features such as bioswales, wildlife ponds, and wetlands for flood control and water quality treatment when feasible.

Policy 5B: Improve services in ways that respect and even benefit the environment.

Action 5.8: Locate new development in or close to developed areas with adequate public services, where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

Plan Proposal: The Parklands Development Code provides sustainable building design recommendations to encourage energy efficiency, promote water conservation, improve indoor air quality, and encourage resource conservation (see Section 2P.209, Sustainable Design Opportunities). Domestic water service is supplied by the City via existing distribution lines in Telegraph Road, Linden Drive, and Blackburn Road. Water and wastewater

lines will be located in public rights-of-way.

Final facility sizing and precise location of water improvements will be designed in consultation with the City Engineer.

Compared to flower growing uses, Parklands will actually reduce water use and demand within its boundaries.

Action 5.6: Require project proponents to conduct sewer collection system analyses to determine if downstream facilities are adequate to handle the proposed development.

Plan Proposal: Parklands contracted with Downstream Services, Inc. to perform a Sewer Capacity Flow Monitoring Study using the City of San Buenaventura's standard method of analysis. The location of the study was determined by the City of Ventura's Joe Santos. The results of the study determined that no impacts will occur as a result of the development of Parklands.

Action 5.15: Establish assessment districts or other financing mechanisms to address storm drain system deficiencies in areas where new development is anticipated and deficiencies exist.

Plan Proposal: Parklands will install, securitize and/or fund storm water facilities on- and off-site to reduce or minimize the Wells and Saticoy CIDS for its own system needs and improvements. Parklands will initiate a self-contained Maintenance Assessment District managed by the City. These Action 5.15 facilities will be built in phases so that they will be in place to support occupants as they move in.

Action 5.2: Use natural features such as bioswales, wildlife ponds, and wetlands for flood control and water quality treatment when feasible..

Action 5.16: Require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff utilizing methods such as selective pervious paving material for parking and other paved areas to facilitate percolation and retention/detention basins that limit runoff to pre-development levels.

Action 5.17: Require stormwater treatment measures within new development to reduce the amount of urban pollutant runoff in the Ventura and Santa Clara Rivers and other watercourses.

Plan Proposal: In accordance with Actions 5.2, 5.16 and 5.17, Parklands uses sustainable storm water management practices that respect the existing hydrology of the site by filtering out pollutants and minimizing the need for larger storm drain pipes by collecting and treating water and directing overflow to low points in parkway planting strips, medians, and passive greens. Cleansed storm and irrigation water and overflows are then released into Brown Barranca, greatly reducing the amount of urban pollutant runoff that ends up in the Santa Clara River.

#### f. OUR ACTIVE COMMUNITY

Chapter 6 of the General Plan - the Recreational Element of the City - provides for the addition and enhancement of Ventura's parks and open spaces to provide enriching recreation options for the entire Wells and Saticoy community.

Policy 6A: Expand the park and trail network to link shoreline (in this case, Barranca banks), hillside, and watershed areas.

Action 6.1: Develop new destination and adjacent neighborhood parks, pocket parks, and community gardens appropriate to citizen needs.

Action 6.2: Require higher density development to provide pocket parks, tot lots, seating plazas, bicycle racks and rest points and other serene green spaces.

Action 6.3: Development plans include trails, as appropriate.

Plan Proposal: The Parklands parks and recreation design ties in with transportation and civic services in keeping with Infrastructure Policies 6A and Action 6.1 - 6.3. Please see Specific Plan exhibits which more specifically depict these features. Further, Parklands focuses on and enhances Brown Barranca as its key natural active and passive recreation amenity.

Action 6.9: Require dedication of land identified as part of the City's Linear Park System in conjunction with new development.

Plan Proposal: Parklands meets Action 6.9 by preserving and dedicating to the City a Linear Park along both sides

# I. OVERVIEW

## ORIGINS OF SPECIFIC PLAN NO. 6 (CONTINUED)

of Brown Barranca. The Linear Park is an extension of the existing Linear Park north of Telegraph Road. Parklands provides land and improvement of Class I City Bike Paths along the banks of the Brown Barranca.

### g. OUR INVOLVED COMMUNITY

Chapter 10 of the General Plan encourages civic engagement and community collaboration in order to build consensus about City advance planning.

Policy 10A: Work collaboratively to increase citizen participation in public issues.

Action 10.1: Conduct focused outreach efforts to encourage all members of the community - including youth, seniors, special needs groups, and non-English speakers - to participate in civic discourse and planning processes.

Action 10.2: Induce public participation by seeking out citizens in their own neighborhoods and gathering places such as schools, houses of worship, and public spaces, making such involvement more convenient and likely to be implemented.

Plan Proposal: In accordance with the General Plan, civic engagement and community collaboration have been proactively pursued in a series of public meetings in the Wells Road Neighborhood. The preparers of this Specific Plan No. 6 received neighbor input on local community issues and made plan revisions based thereon. A variety of community outreach tools were utilized to maximize local neighborhood involvement, including but not limited to the following:

- Intensive community workshops and design charrettes.
- Local mailing address and door-to-door notice and invitations to participate to obtain as much community input as possible.

E. Defining Feasibility and Practicality: Wherever it is stated in this Specific No. 6 that New Urbanist planning concepts and techniques and certain amenities, design, development construction techniques, materials, cooling and heating equipment and facilities and other similar features are "encouraged" where financially, aesthetically and functionally practical and feasible, Developer shall diligently evaluate same in good faith, but shall have the sole final unfettered judgment as to their being part of

the Parklands' design and layout, installation and use.

F. Relationship to Housing Element. Parklands meets the intent of the Housing Element by:

- Providing 173 market rate apartments or 12 very-low income units and 32 moderate income units seamlessly intermixed within market rate townhome or condominium dwelling units.
- Providing CC&R's that insure that buildings (and open spaces not maintained by the City) are sustainably maintained.
- Providing a wide range of housing types that accommodate a wide range of household types (singles, newlyweds, families with children, seniors) and income levels (students, teachers, professionals, retired).
- Providing units that are accessible or adaptable to the physically disabled in compliance with Title 24 of the California Health and Safety Code.
- Allowing opportunities for Carriage House units as a form of affordable rental housing. The Development Standards in this Specific Plan insure that Carriage Houses are compatible with the primary detached residence.
- Allowing non-traditional housing types such as live/work units and lofts.
- Providing housing in close proximity to parks, including the Brown Barranca Linear Park and its associated bike trail.
- Providing a mixed-use Neighborhood Center with housing above ground floor retail and Parking Plaza uses.
- Providing higher density housing along Wells Road and Telegraph Road.

G. Authority for the Specific Plan. This Specific Plan No. 6 is enacted based on the authority vested in the City of San Buenaventura by the State of California, including but not limited to: the State Constitution; the Planning and Zoning Law (Government Code Sections 65000 et seq.), and the 2005 General Plan.

# I. OVERVIEW

## ORIGINS OF SPECIFIC PLAN NO. 6 (CONTINUED)

### H. Regional and Local Context

Existing Conditions - Parklands is located on a 66.73 acre site within the Wells Community A in East Ventura, approximately 10 miles from Downtown Ventura (Figure 1.1). It is bounded by Blackburn Road to the south, Wells Road to the east, and Telegraph Road to the north. The Santa Paula Freeway (Highway 126) runs parallel with Blackburn Road. Brown Barranca cuts through the northern corner of the site, splitting the site into a 9.5 acre portion on the north bank of Brown Barranca and a 54 acre portion south of Brown Barranca (Figure 1.2).

The Parklands site is currently in row crops. A single-family home community (accessed by Linden Drive) and a Mobile Home Community (accessed from Blackburn Road) currently occupy the western boundary of the site. To the south, Parklands wraps around three sides of an existing single-family home located on Blackburn Road. To the east are existing Parking Plaza uses. Across Telegraph Road to the north is a neighborhood of single-family, detached houses and, at the corner of Wells Road and Telegraph Road, a senior congregate care facility.

Across Telegraph Road (at the intersection of Wells Road) is a senior center and single-family houses. Across Wells Road is a school and a variety of retail and Parking Plaza businesses. Parklands is located within the Saticoy and Wells Community.

The edges of the Parklands property along Blackburn Road and Wells Road are currently zoned R-1-7. The remainder of the property is unincorporated County of Ventura land and will need to be annexed prior to the final occupancy of the Specific Plan area (Figure 1.3).



Figure 1.1: Regional Location Map



Figure 1.2: Regional Location Map

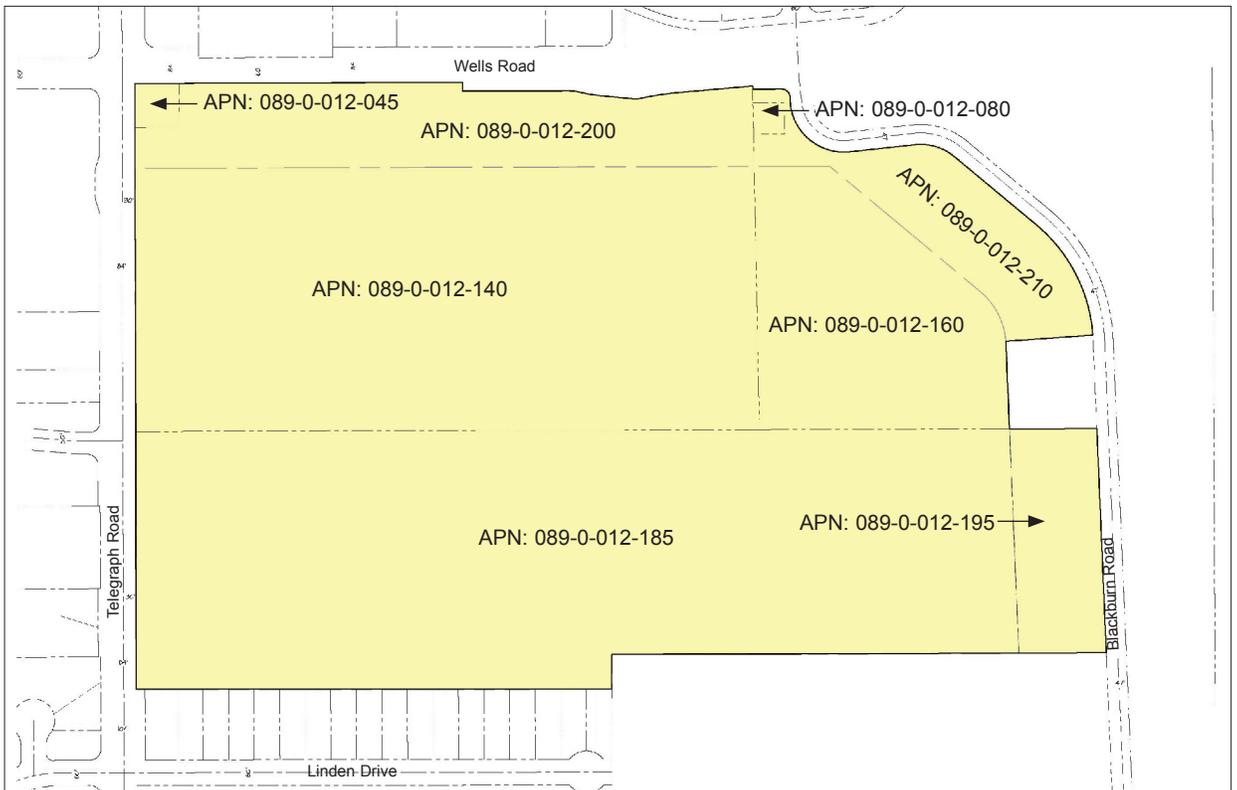


Figure 1.3: Assessor's Map

# I. OVERVIEW

## ORIGINS OF SPECIFIC PLAN NO. 6 (CONTINUED)

- I. Neighborhood Context. Specific Plan No. 6 fits into the Neighborhood Context of existing Wells Community A, but also respects existing environmental conditions, particularly Brown Barranca. It relies on ecologically sustainable planning principles to protect existing natural and ecological systems.

In order to fit Parklands into the Wells Community context, certain key concepts have guided the evolution of the Plan:

- 1. Continuity of Brown Barranca and Linear Park. Parklands recognizes the existing Brown Barranca as a distinct community and regional feature, which protects the natural terrain and vegetation within the site while providing an indispensable public amenity (Figure 1.4).

Augmented by native plant species (introduced as part of project mitigation), linear parks run along the southern and northern banks of the Barranca. This plant palette creates a unique sense of place, benefits wildlife, provides natural erosion control, and reduces maintenance and environmental costs resulting from lower water use and reduced chemical treatment.



Figure 1.4: Continuity of Brown Barranca and Linear Park

- 2. Parks. Consistent with new State laws and new City standards that call for smaller, varied park types to supplement larger public open spaces, Parklands provides various types and sizes of green open spaces ranging from large recreational fields and small neighborhood parks to rosewalks, tot lots, and paseos (Figure 1.5). Each park is interconnected by a continuous network of tree-lined, sidewalk-flanked streets that promote walking and bicycling. Please refer to Figure 4.20 (Park Distribution Plan) for detailed description of Parklands' proposed parks.



Figure 1.5: Parks



3. **Vehicular and Pedestrian Access Points.** Parklands offers multiple external street access points to the surrounding community: four along Telegraph Road, four along Wells Road, four along Blackburn Road, and, at the City's decision, one to Saticoy Avenue (Figure 1.6). The multiple access points ensure transparency with the surrounding community and eases pedestrian and traffic circulation to and from surrounding neighborhoods.



Figure 1.6: Vehicular and Pedestrian Access Points

4. **Continuity of Bike Paths.** All streets and public open spaces in Parklands promote and facilitate pedestrians and bicyclists. Narrow residential streets flanked by wide, tree-lined sidewalks are inviting places for residents to walk or ride bikes and provide safer places for children to play.

Parklands introduces a new dedicated bike route in the linear park running along both sides of the Barranca. The new path is an extension of the existing Linear Park bike path that currently exists to the north of the project area. The path also ties into the existing bike paths which currently run along Wells Road and Telegraph Road (Figure 1.7).



Figure 1.7: Continuity of Bike Paths

5. **Interconnectivity of Roads.** Parklands provides an integrated street network connecting directly to the existing thoroughfares of Carlos Street, Nevada Avenue, and Citrus Drive. In addition, its streets provide alternate routes between Blackburn Road, Telegraph Road, Wells Road and, at the city's discretion, Saticoy Avenue (Figure 1.8).



Figure 1.8: Interconnectivity of Roads



## II. GOALS AND POLICIES

### PARKLANDS PLAN

#### Parklands Plan

Specific Plan No. 6 is organized on a New Urbanist transect comprised of three zones: Urban General Corridor, Neighborhood General, and Neighborhood Edge.

The Urban General Corridor area, north of the Brown Barranca and along Telegraph Road is the most dense portion of the development and is comprised of multi-family attached housing with ground floor convenience retail and service uses. The Neighborhood General and Neighborhood Edge zones are lower in density and are comprised of single-family attached and detached dwellings. Larger lot executive homes are seamlessly interspersed throughout the project, but are primarily located within the Neighborhood Edge zone that abuts the existing detached housing along the West boundary.

A variety of building types, governed by Parklands' Form Based Code, are interspersed throughout each transect zone.

Parklands' extensive public realm consists of a variety of parks, greens, and streets designed to attract pedestrians and foster social interaction. Parklands provides over 11 acres of park space, including a restored Barranca, a large Recreation Field, and a Central Park with a community building at its center (Figure 2.1).

Parklands' thoroughfare rights-of-way are calibrated to absorb the anticipated service loads generated by Parklands' uses and residential types. Parklands provides a variety of street types that, depending on their location within the transect, are more urban or more informal, their specific character influenced by the deliberate choice of tree species, location, and spacing. The narrow right-of-way design of Parklands' tree-lined streets with parking and sidewalks on both sides, reduce the quantity of pavement and slows traffic down. Trees and other appropriate noise attenuation technologies buffer Parklands from surrounding primary and secondary streets, while trees, sound walls and, noise attenuation technologies buffer it from State Highway 126 ("SH 126") also known as the Santa Paula Freeway ("Freeway").

Parklands provides up to 25,000 s.f. of commercial/retail space, a 3,325 s.f. Community Building, and 499 dwelling units comprised of:

- 129 Market-Rate Multi Family Dwelling Units
- 32 Moderate Income Multi Family Dwellings Units
- 12 Very Low Income Dwelling Units
- 110 Single Family Attached Dwelling Units
- 216 Single Family Detached Dwelling Units

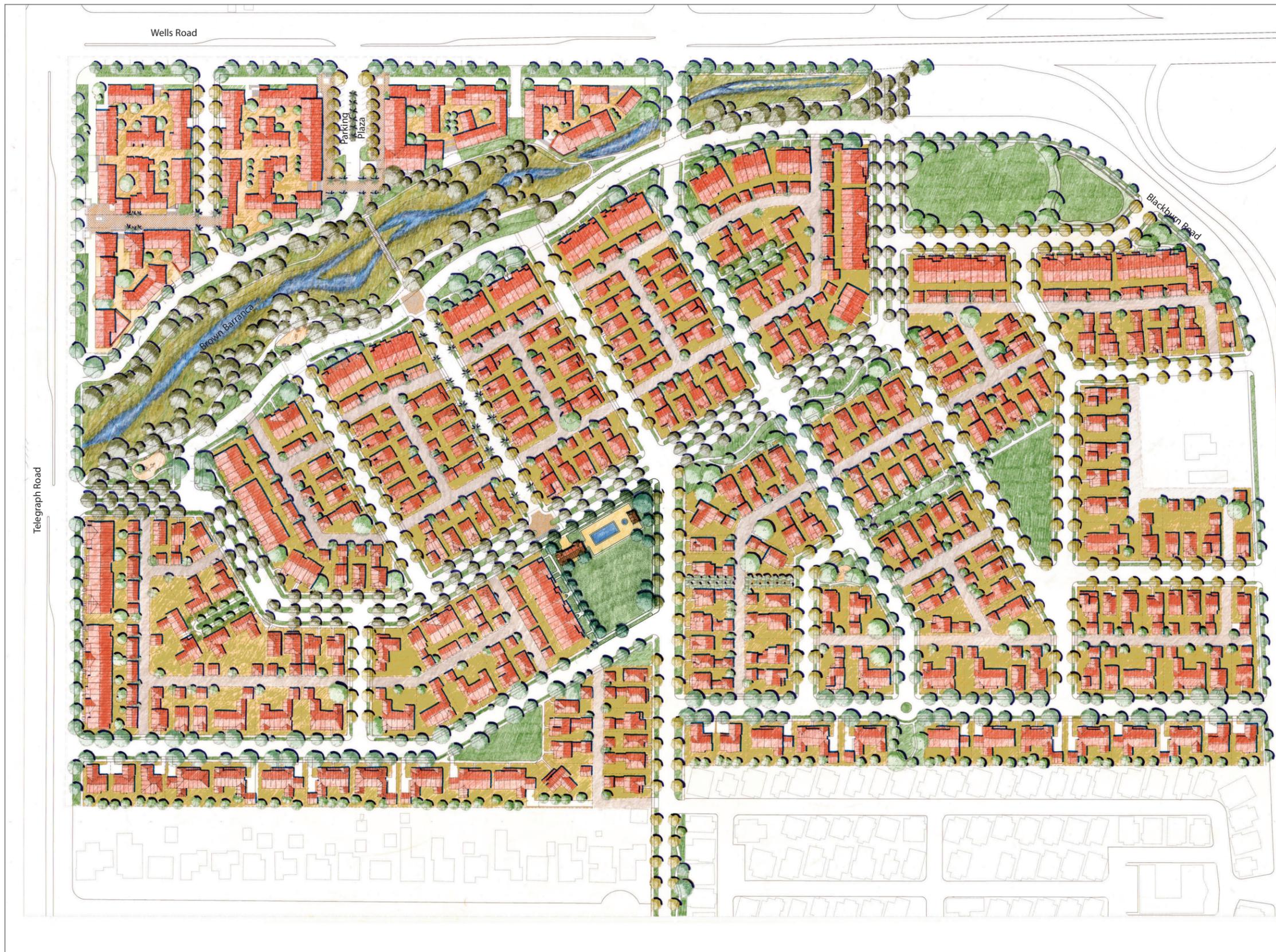


Figure 2.1: Parklands Illustrative Plan



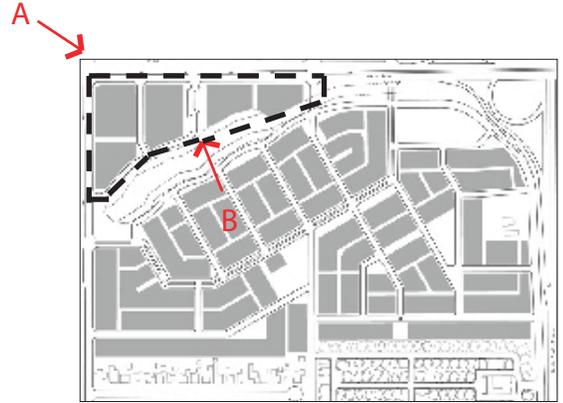
## II. GOALS AND POLICIES

### PARKLANDS PLAN (CONTINUED)

Parklands can be broken down into four distinct communities, each with its own special character: the Barranca Center, the Barranca Community, the Central Park Community, and the Southwest Community. The four communities are described and illustrated on this and the following pages.

A. Barranca Center. The Barranca Center (Figure 2.2) accommodates a mix of up to 25,000 square feet of convenience retail and 173 live-work and attached Courtyard Dwelling Units, which are defined on page 2.1 above.

The Barranca Center revolves around a tree lined Parking Plaza surrounded by residences with lofts above, which is linked to the southern portion of Parklands by a pedestrian bridge that spans the Barranca.



--- Plan zoom-in area as shown in Figure 2.2

→ Perspective view location as shown on opposite page



Figure 2.2: Barranca Center Illustrative Plan



A. View of corner of Wells Road and Telegraph Road

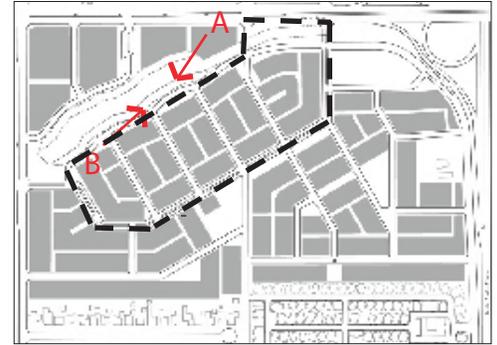


B. View of Wells Road entry

## II. GOALS AND POLICIES

### PARKLANDS PLAN (CONTINUED)

- B. Barranca Community. Brown Barranca is the lifestyle core of Parklands, lined with townhouses and accessible to Parklands and Wells Community Neighborhoods (Figure 2.3). South of the Barranca is a 'bungalow court' housing niche, a revival of a pre-war Southern California neighborhood with a common linear garden creating a semi-private vehicular-free frontal communal space.



--- Plan zoom-in area as shown in Figure 2.3

→ Perspective view location as shown on opposite page



Figure 2.3: Barranca Community Illustrative Plan



A. View of rowhouses along the barranca



B. View of the bridge and linear park along the barranca

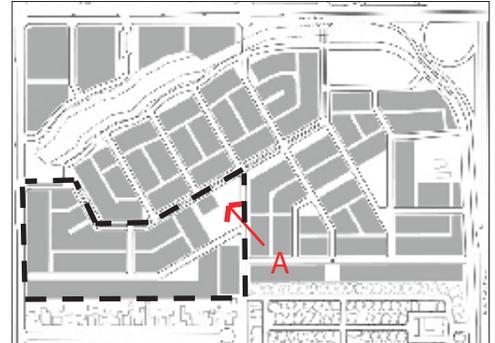
## II. GOALS AND POLICIES

### PARKLANDS PLAN (CONTINUED)

- C. Central Park Community. Central Park, the heart of Parklands, is flanked by streets on three sides and defined by a variety of architectural types (Figure 2.4).

The community building also forms the terminus of the north-south neighborhood street that connects Central Park with the Neighborhood Center situated across the Barranca bridge.

The southern edge of the Central Park Community (adjacent to the existing single-family homes that currently line Linden Drive) is lined with one and one-half story houses on generously-sized lots. Only thirteen new large detached homes share the common boundary with the 18 existing Linden Drive single-family houses. One two-story house, located on the road that extends to Saticoy Avenue, is separated from the boundary by a 20-foot wide alley.



--- Plan zoom-in area as shown in Figure 2.4

→ Perspective view location as shown on opposite page



Figure 2.4: Central Park Community Center Illustrative Plan



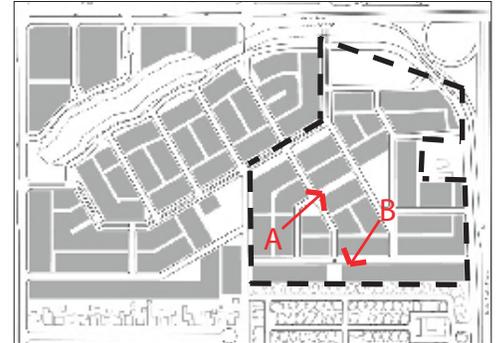
A. View of Community building at central park

## II. GOALS AND POLICIES

### PARKLANDS PLAN (CONTINUED)

D. Southwest Community. The Southwest Community is built around several neighborhood parks (Figure 2.5), including two pocket parks (one with its own tot-lot) and a 'Rosewalk'- a pedestrian-only linear public green, connecting two streets, that serves as a quiet mid-block crossing. An alley connects the tot lot pocket park to Central Park.

The southern edge of the Southwest Community (adjacent to the existing mobile home neighborhood) is lined with one and one-half story houses on larger sized lots. Only thirteen new homes share a common boundary with 22 existing mobile home plots.



--- Plan zoom-in area as shown in Figure 2.5

→ Perspective view location as shown on opposite page



Figure 2.5: Southwest Community Illustrative Plan



A. View of typical rosewalk homes



B. View of typical street with homes on 52 foot wide lots

## 24P. DEVELOPMENT CODE

### 24P.100 PURPOSE AND APPLICABILITY

## SUBPART 24P: Parklands Specific Plan Development Code

### 24P.100 Purpose and Applicability.

The regulations in this Development Code are intended to facilitate the development of the Parklands Specific Plan area in a manner that successfully creates vital, pedestrian-oriented neighborhoods with a mixture of housing types and a mixed-use center within walking distance of homes, and achieves the related goals and objectives identified in the General Plan.

The requirements of this Development Code apply to the Parklands Specific Plan area and to all proposed development, subdivisions, and land uses within specific plan areas. It shall be unlawful, and a violation of the City of San Buenaventura Municipal Code for any person to establish, construct, reconstruct, alter, or replace any use of land or structure, enlarge or subdivide any real property, except in compliance with the requirements of this Development Code. No Building Permit or Grading Permit shall be issued by the City and no subdivision shall be approved, unless the proposed construction complies with all applicable requirements of this Development Code.

### 24P.102 Regulating Plan and Zones

#### 24P.102.1 Purpose

The Parklands Regulating Plan (Figure 24P.1) defines the zones within the Specific Plan area that differentiate standards for building placement, building design and use, and identifies the specific properties included within each zone. The Regulating Plan is a synthesis of:

- The designations of the General Plan;
- The findings and recommendations of the relevant analysis prepared by the Parklands Specific Plan design team;
- Application of the planning principles identified in Chapter 2 of this Specific Plan (Goals and Policies); and
- An analysis of present and future market conditions.

#### 24P.102.2 Zones and their Purposes.

The area subject to the Parklands Specific Plan shall be divided into the following zones, which shall be applied

to property within the Specific Plan area as shown on the Regulating Plan.

- A. T4.6 Urban General Corridor. The Urban General Corridor zone is applied to the mixed-use and pedestrian-oriented Neighborhood Center, intended to be occupied primarily by live-work and mixed use buildings that may accommodate retail, office, or residential uses on ground floors, and offices and residences on second and third floors.
- B. T3.2 Neighborhood General. The Neighborhood General zone is applied to areas intended for a variety and mix of single-family houses, carriage houses, duplexes, triplexes, quadplexes, bungalow courts, and rowhouses on a variety of lot sizes.
- C. T3.1 Neighborhood Edge. The Neighborhood Edge zone is applied to areas intended for a mix of house and lot sizes, characterized primarily by detached single-family homes and carriage houses.
- D. 1-1/2 Story Maximum Building Height Overlay of T3.1. Zone. The 1-1/2 Story Maximum Building Height Overlay Zone applies to the T3.1 zone parcels located along the western boundary of the Parklands plan area and provides height, privacy, and rear yard setback restrictions for all parcels within its boundary.

Development standards which follow are the components of Parklands' Form Based Code. These standards were selected for internal (among transects) and neighborhood compatibility as to density, transitional density, building siting, mass and height, and walk-up, auto access and circulation. They are integral to Parklands adaptation of New Urbanism and, at the same time, compatible with uses, facilities, styles and circulation in surrounding neighborhoods. They are designed to make Parklands fit the area and not overwhelm it in any aspect.

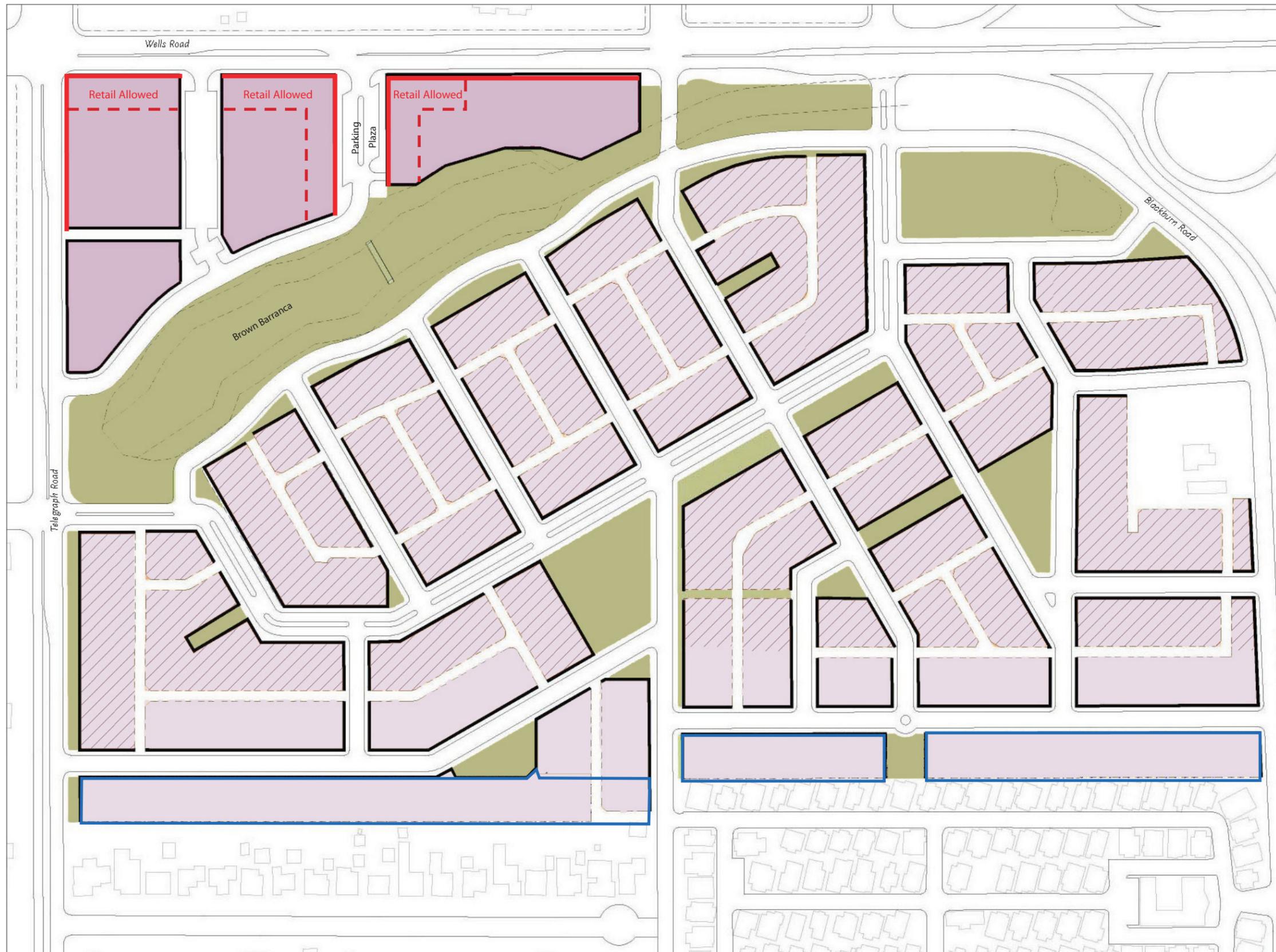


TABLE 24P.1  
Developable Area and Unit Count by Zone

	Developable Area acres (net)	Units
T4.6 Urban General Corridor	5.50	173
T3.2 Neighborhood General	19.52	292
T3.1 Neighborhood Edge	8.47	34
1-1/2 Story Maximum Height Overlay of T3.1 Zone	in T3.1 Zone	in T3.1 Zone
POS Open Space	N/A	N/A
<b>TOTAL</b>	<b>33.49</b>	<b>499</b>
— Building Frontage (see 24P.204, Frontage Type Standards, for specific requirements)		
— Retail Frontage allowed, but not required		

Figure 24P.1: Parklands Regulating Plan



## 24P. DEVELOPMENT CODE

### 24P.200 LAND USE REGULATIONS

#### 24P.200 Land Use Regulations

##### 24P.200.1 Purpose

The land use standards in this Article identify the land use types allowed by the City in each of the zones established by the Parklands Regulating Plan and determine the type of City approval required for each land use type.

##### 24P.200.2 Land Uses and Permit Requirements.

A. Allowed Land Uses. A parcel or building within the specific plan area shall be occupied by only the land uses allowed by Table 24P.2 on page 24P:4 within the zone applied to the site by the Regulating Plan. The land uses listed in Table 24P.2 are defined in the City of San Buenaventura Municipal Code, Chapter 24.115 (General Use Types) and Article 24P.216 (Glossary) of this Development Code.

1. Establishment of an allowed use. Any one or more land uses identified by Table 24P.2 as being allowed within a specific zone may be established on any parcel within that zone, subject to the planning permit requirements listed in Table 24P.2 and all applicable requirements of this Development Code.
2. Use not listed. A land use not listed in Table 24P.2 which is determined by the Director to not be an exception under the Glossary is not allowed within the Specific Plan area.
3. Similar and compatible use may be allowed. The Director may determine that a proposed use not listed in Table 24P.2 is allowable if the Director first makes all of the following findings:
  - a. The characteristics of, and activities associated with the use are similar to one or more of the listed uses, and will not produce greater impacts than the uses listed for the zone;
  - b. The use is consistent with the purposes of the applicable zone;
  - c. The use is consistent with the Municipal Code, the General Plan, and the Regulating Plan of this Specific Plan;

d. The use will be compatible with the other uses allowed in the zone; and

e. The use is not listed as allowed in another zone.

A determination of "similar use" and the findings supporting the determination shall be in writing.

4. Permit requirements and development standards. When the Director determines that a proposed, but unlisted, use is similar to a listed use, the proposed use will be treated in the same manner as the listed use in determining where it is allowed, what permits are required, and what other standards and requirements of this Development Code apply.

5. Temporary uses. Temporary uses are allowed within the Specific Plan area in compliance with the City of San Buenaventura Municipal Code, Chapter 24.120 (Temporary Uses).

B. Permit requirements. Table 24P.2 provides for land uses that are:

1. Permitted subject to compliance with all applicable provisions of this Development Code. These are shown as "P" uses in Table 24P.2;

2. Allowed subject to the approval of a Administrative Use Permit, and shown as "AUP" uses in Table 24P.2;

3. Allowed subject to the approval of a Conditional Use Permit, and shown as "CUP" uses in Table 24P.2; and

4. Not allowed in particular zones, and shown as a "-" in Table 24P.2.

C. Standards for specific land uses. Where the last column in Table 24P.2 ("Specific Use Regulations") includes a section number, the regulations in the referenced section of this Development Code (DC) or the City of San Buenaventura Municipal Code (MC) apply to the use. Provisions in other sections of this Development Code may also apply.

TABLE 24P.2 - Allowed Land Uses and Permit Requirements

Land Use Type <sup>1</sup>	Permit Required by Zone				Specific Use Regulations
	T4.6	T3.2	T3.1	POS	
<b>GENERAL USE TYPES <sup>2</sup></b>					
Administrative, Business, and Professional Services	P	-	-	-	MC 24.115.320
Business and Professional Support	p	-	-	-	MC 24.115.380
Cultural and Library Services	P	-	-	-	MC 24.115.3110
Day Care Centers	P	-	-	-	MC 24.115.3120
Dining Establishments: Full Service	p <sup>3</sup>	-	-	-	MC 24.115.3130
Dining Establishments: Fast Service Drive-Up	-	-	-	-	MC 24.115.3130.3
Drinking Establishments	UP	-	-	-	MC 24.115.3140
Education Services: Parking Plaza	P	-	-	-	MC 24.115.3150.1
General	-	-	-	-	MC 24.115.3150.2
Farmers' Market, Certified	P	-	-	-	MC 24.115.3170
Food and Beverage Retail Sales	p <sup>3</sup>	-	-	-	MC 24.115.3180
Laundry Services	P	-	-	-	MC 24.115.3260
Medical Services: Consulting	P	-	-	-	MC 24.115.3290.1
Medical Care	-	-	-	-	MC 24.115.3290.2
Mobile Equipment	-	-	-	-	MC 24.115.3290.3
Personal Services	P	-	-	-	MC 24.115.3320
Retail Sales	P	-	-	-	MC 24.115.3390
<b>RESIDENTIAL USE TYPES</b>					
Dwelling - Multi-family	P	P	-	-	SP-6 DC 3.4.4, SP-6 DC 3.4.7, SP-6 DC 3.4.3, SP-6 DC 3.4.5
Home Occupation	P	P	P	-	MC 24.110.920
Live/Work <sup>4</sup>	P	-	-	-	SP-6 DC 3.4.6
Second Unit - Carriage House	-	p <sup>4</sup>	p <sup>4</sup>	-	SP-6 DC 3.4.1
Special Residences	UP	UP	UP	-	MC 24.110.840
<b>CIVIC BUILDING USE TYPES</b>					
Community Meeting	UP	-	-	UP	MC 24.115.390
Cultural and Library Services	P	-	-	P	MC 24.115.3110
Day Care Centers	UP	-	-	P	MC 24.115.3120
Fitness / Health Facility	P	-	-	P	
Safety Services	P	-	-	P	MC 24.115.3400
<b>OPEN SPACE USE TYPES</b>					
Temporary Uses	n/a	n/a	n/a	P	MC 24.120
Recreation Services: Public Parks and Playgrounds	-	-	-	P	MC 24.115.3350.7
<b>LAND USE AREAS (Acres)</b>	<b>5.50</b>	<b>19.52</b>	<b>8.47</b>		

Key to Zone Symbols

T4.6	Urban General Corridor
T3.2	Neighborhood General
T3.1	Neighborhood Edge
POS	Parks and Open Space

Key to Permit Types

P	Permitted Use
DP	Director's Permit required
UP	Conditional Use Permit required
-	Use not allowed
n/a	Not applicable

Notes:

- <sup>1</sup> A definition of each listed use type is in the City of San Buenaventura Municipal Code, Chapter 24.115 (General Use Types) except where a specific type is defined by Article 24P.216 (Glossary) of this Development Code.
- <sup>2</sup> See Figure 24P.1 (Regulating Plan) for permitted retail frontage locations within the T4.6 Zone.
- <sup>3</sup> Conditional Use Permit required for all alcohol sales.
- <sup>4</sup> Carriage House use allowed only on lots specified in Figure 24P.27 (Unit Location, Size, Type, and Distribution Plan). All Carriage Houses shall be in conformance with the Carriage House building type requirements of this Development Code.

## 24P. DEVELOPMENT CODE

### 24P.202 URBAN STANDARDS

#### 24P.200.3 Additional City Approval Requirements.

Any land use identified as allowed by Table 24P.2 may also require other City permits, licenses, and approvals, including but not limited to Design Review in compliance with the San Buenaventura Municipal Code, Chapter 24.545, and/or a building permit.

### 24P.202 Urban Standards

#### 24P.202.1 Purpose

The Urban Standards in this Article regulate the aspects of each private building that affect the public realm. The standards vary according to the zone applied to each parcel by the Regulating Plan. The Urban Standards regulate building placement, height, and facade design.

#### 24P.202.2 POS (Parks and Open Space) Zone Standards

Standards for development proposed within the POS (Parks and Open Space) zone shall be determined by the City through the Zoning Clearance process, unless otherwise noted in Table 24P.1. Any proposed new buildings, significant landscape improvements, or significant changes to existing buildings, landscaping or site layout requires Design Review.

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# 24P. DEVELOPMENT CODE

## 24P.202 URBAN STANDARDS

### 24P.202.3 T4.6 Urban General Corridor



Illustrative Photo

#### B. Building Placement

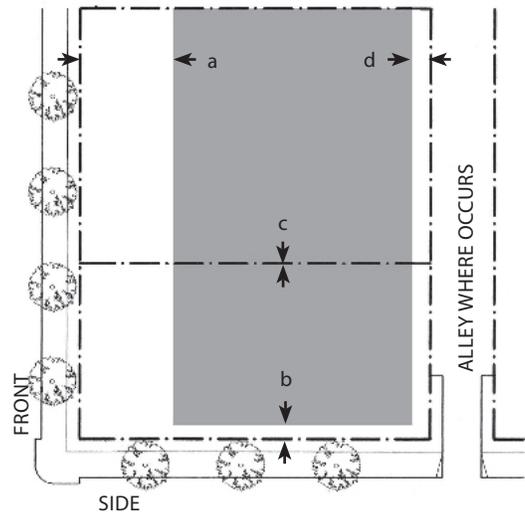


Figure 24P.2: Building Placement Diagram

#### A. Definition and Allowed Building Types.

1. Definition. The Urban General Corridor zone is the area within Parklands with the higher density of residential buildings and mix of uses. Places for public gathering, social contact, shopping and personal services are within walking distance of residences throughout Parklands.
2. Building Types: The following Building Types are allowed in the T4.6 Urban General Corridor Zone:

Building Type	T4.6
Carriage House	-
Single Family House	-
Duplex, Triplex, Quadplex	-
Bungalow Court	-
Rowhouse	Y
Live/Work	Y
Courtyard Housing	Y
Civic Building	-

1. Primary Building Setback. Primary buildings shall be placed within the shaded area as shown in Figure 24P.2.
  - a. Front Build-to Line: 15 feet
  - b. Side Street Setback: 5 feet minimum
  - c. Side yard Setback: 0
  - d. Rear Setback: 5' minimum when alley is present; 0 when alley is not present.
2. Accessory Building Setback. Accessory buildings are not permitted in the T4.6 Zone.
3. Primary building placement is subject to the Open Space requirements of Article 24P.206 (Building Types) of this Development Code.
4. Structural Building Additions. Structural building additions are not allowed in the Urban General Corridor zone.
5. Courtyard Housing Front Yard and Side Yard Walls. See Article 24P.212.1.5 (Courtyard Housing Front Yard and Side Yard Walls).

C. Parking

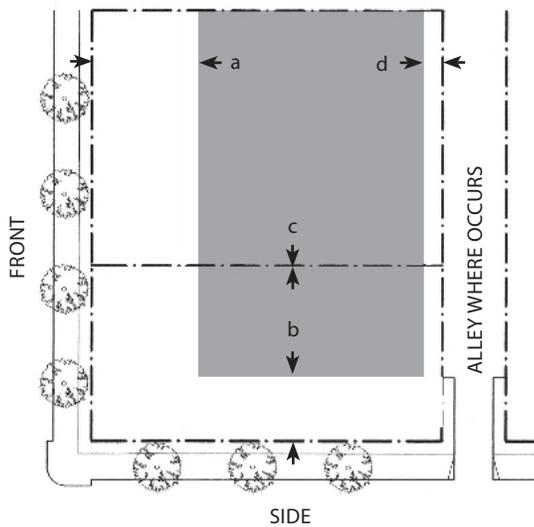


Figure 24P.3: Parking Placement Diagram

1. Parking Placement. On-grade parking is allowed in the shaded area as shown in Figure 24P.3

- a. Front setback: 30% of lot depth minimum\*
- b. Side street setback: 30% of lot depth minimum\*
- c. Side yard setback: 0
- d. Rear setback: 5' feet minimum

\* Setback may be reduced if parking is lined by residential, commercial, or retail uses.

2. Parking Access. Where alley occurs, vehicular access is permitted only from alley.

3. Parking Requirements. See Article 24P.206 (Building Types) for parking location requirements. See Article 24P.212.2 (Parking Design and Development Standards) and Table 24P.8 for parking stall sizes.

- a. Residential: <sup>1</sup> 1 space per studio or 1 bedroom unit <sup>2</sup> 2 spaces per 2 or more bedroom unit, one in a covered structure
- b. Residential Guest: 0.25 spaces per unit <sup>2</sup>
- c. Commercial: 4 spaces / 1,000 sf <sup>2</sup>

<sup>1</sup> A parking space reduction of five off-street spaces per shared vehicle with separate parkingspace may be provided by the development, but not less than one off-street space per dwelling unit.

<sup>2</sup> Spaces may be located on street (See Figure 4.19, Parking Plan)

D. Building Profile and Frontages

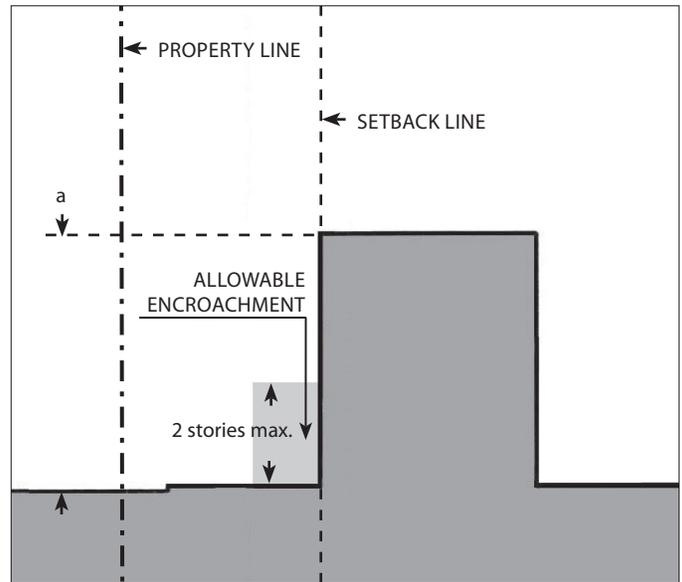


Figure 24P.4: Building Profile and Frontages Diagram

1. Building Height. Maximum height shall be measured from adjacent finish grade to roof ridge or top of parapet as depicted in Figure 24P.4. Attic space may be occupied and not count as a story when applying the height limits of applicable zone. Occupiable attic space shall not exceed 75% of the ground floor footprint.

- a. Primary buildings: 3.5 stories; 60 feet max. Ground floor finished floor to ceiling height may not exceed 18 feet; upper floors may not exceed 12 feet, except vaulted ceilings which may reach two interior stories.

2. Frontage Types: Arcade, Shop front, Stoop, Forecourt

3. Encroachments: Encroachments shall comply as follows:

Encroachment Type	Maximum		Max. Length
	Front	Side Street	
Trellises, open porches, awnings	6'	4'	100%
Stoops, steps	6'	4'	30%
Balconies, bay windows	3'	3'	30%
Eaves, chimneys	2'	2'	n/a

# 24P. DEVELOPMENT CODE

## 24P.202 URBAN STANDARDS

### 24P.202.4 T3.2 Neighborhood General



Illustrative Photo

#### B. Building Placement

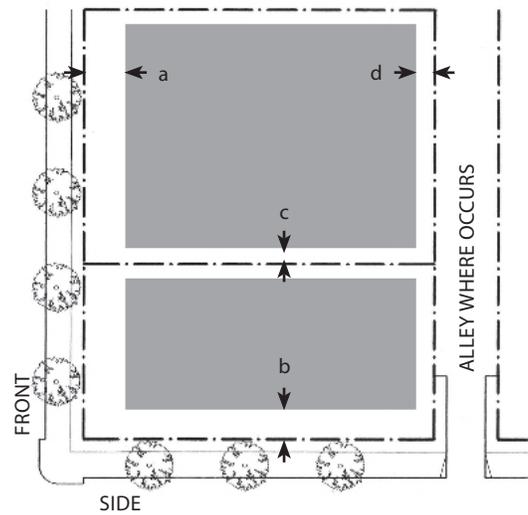


Figure 24P.5: Primary Building Placement Diagram

#### A. Definition and Allowed Building Types.

1. Definition. The Neighborhood General Zone has a variety of residential architectural types at various densities lower than Urban General Corridor, all of them of a single family house form. The underlying reasoning for the applied standards discussed in the Urban General Corridor definition are applicable here, except that this zone is insulated in part from the surrounding neighborhoods by development on the edges of Parklands.
2. Building Types: The following Building Types are allowed in the T3.2 Neighborhood General Zone:

Building Type	T3.2
Carriage House	Y
Single Family House	Y
Duplex, Triplex, Quadplex	Y
Bungalow Court	Y
Rowhouse	Y
Live/Work	-
Courtyard Housing	-
Civic Building	-

1. Primary Building Setback. Primary buildings shall be placed within the shaded area as shown in Figure 24P.5.
  - a. Front Setback: 5 feet minimum - 10 feet maximum for Triplex, Quadplex, and Rowhouse; 10 feet minimum - 20 feet maximum for Single Family Houses and Bungalow Courts.
  - b. Side Street Setback: 5 feet minimum - 10 feet maximum for Triplex, Quadplex, and Rowhouses; 10 feet minimum - 20 feet maximum for Single Family Houses and Bungalow Courts.
  - c. Side yard Setback: 5 feet minimum
  - d. Rear Setback: 5 feet minimum
2. Accessory Building Setback. If permitted, accessory buildings may be placed within the shaded area as shown in Figure 24P.6.
  - a. Front setback: 50% lot depth
  - b. Side street setback: 5 feet minimum
  - c. Side yard setback: 5 feet minimum
  - d. Rear setback: 2'-6" minimum
3. Primary and accessory building placement is subject to the Open Space requirements of Article 24P.206 (Building Types) of this Development Code.
4. Structural Building Additions. Structural building additions are subject to the open space requirements for the applicable Building Type per Article 24P.206 (Building Types) of this Specific Plan.

C. Parking

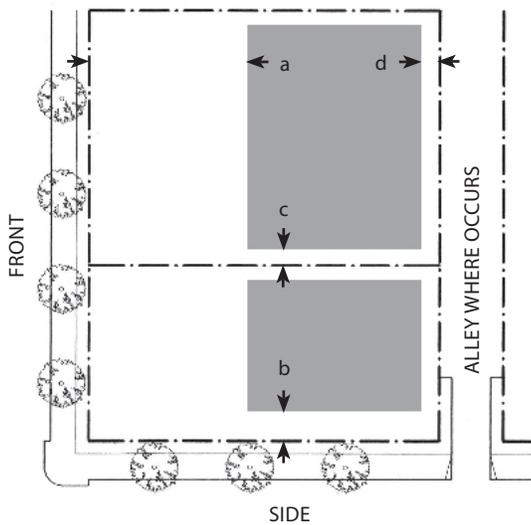


Figure 24P.6: Parking and Accessory Building Placement Diagram

1. Parking Placement. On-grade parking is allowed in the shaded area as shown in Figure 24P.6.
  - a. Front setback: 50% lot depth
  - b. Side street setback: 5 feet minimum
  - c. Side yard setback: 5 feet minimum
  - d. Rear setback: 5 feet minimum
2. Parking Access. Where alley occurs, vehicular access is permitted only from alley.
3. Parking Requirements. See Article 24P.206 (Building Types) for parking location requirements. See Article 24P.212.2 (Parking Design and Development Standards) and Table 24P.8 for parking stall sizes.
  - a. Residential: 2 on-site spaces per unit; at least 1 space must be in a garage
  - b. Live/work: 2 on-site spaces per unit; at least 1 space must be in a garage

D. Building Profile and Frontages

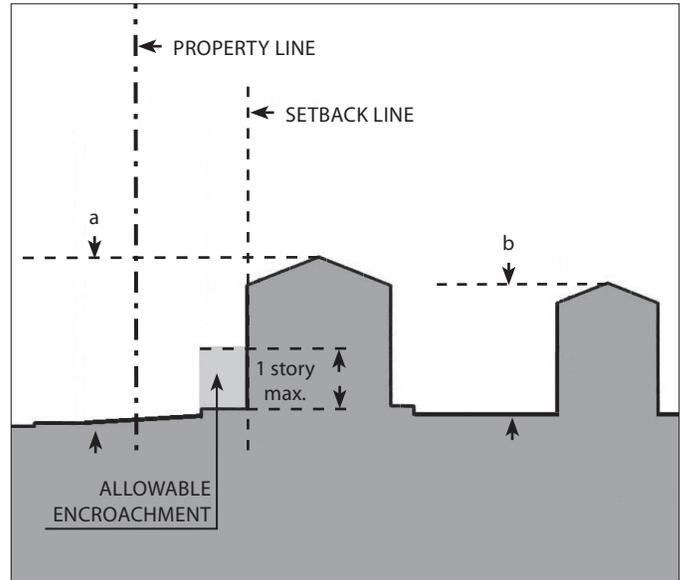


Figure 24P.7: Building Profile and Frontages Diagram

1. Building Height. Maximum height shall be measured from adjacent finish grade to roof ridge or top of parapet as depicted in Figure 24P.7. Attic space may be occupied and not count as a story when applying the height limits of applicable zone. Occupiable attic space shall not exceed 75% of the ground floor footprint.
  - a. Primary Buildings: 2.5 stories; 28 feet max.
  - b. Accessory Buildings: 2 stories; 24 feet max.
2. Frontage Types: Stoop, Frontyard
3. Encroachments: Encroachments shall comply as follows:

Encroachment Type	Maximum Encroachment				Max. Length
	Front	Side Street	Side Yard	Rear Yard	
Trellises, open porches (up to 20% of lots on given block)	4'	4'	0'	0'	100%
Trellises, open porches (up to 50% of lots on given block)	4'	4'	0'	0'	50%
Stoops, steps	5'	5'	0'	0'	30%
Balconies, bay windows	0'	0'	0'	0'	30%
Eaves, chimneys	2'	2'	2'	0'	n/a

# 24P. DEVELOPMENT CODE

## 24P.202 URBAN STANDARDS

### 24P.202.5 T3.1 Neighborhood Edge



Illustrative Photo

#### B. Building Placement

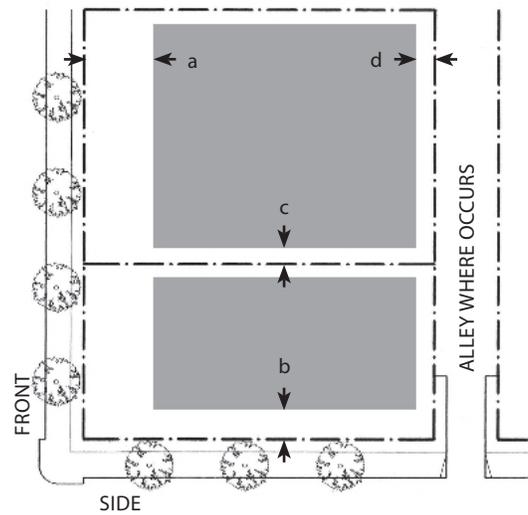


Figure 24P.8: Primary Building Placement Diagram

#### A. Definition and Allowed Building Types.

1. Definition. The Neighborhood Edge Zone covers residential development at the edge of the Project where the largest detached single-family homes are the primary architectural type in order to be compatible with existing abutting single family detached and mobile homes. This design and layout results in greater sensitivity to the abutting existing residences.
2. Building Types: The following Building Types are allowed in the T3.1 Neighborhood Edge Zone:

Building Type	T3.1
Carriage House	Y
Single Family House	Y
Duplex, Triplex, Quadplex	-
Bungalow Court	-
Rowhouse	-
Live/Work	-
Courtyard Housing	-
Civic Building	-

1. Primary Building Setback. Primary buildings shall be placed within the shaded area as shown in Figure 24P.8.
  - a. Front Setback: 10 feet minimum
  - b. Side Street Setback: 10 feet minimum
  - c. Side yard Setback: 5 feet minimum
  - d. Rear Setback: 7'-6" minimum
2. Accessory Building Setback. If permitted, accessory buildings may be placed within the shaded area as shown in Figure 24P.9.
  - a. Front setback: 40% lot depth\*
  - b. Side street setback: 5 feet minimum
  - c. Side yard setback: 5 feet minimum
  - d. Rear setback: 5 feet minimum
3. Primary and accessory building placement is subject to the Open Space requirements of Article 24P.206 (Building Types) of this Development Code.
4. Structural Building Additions. Structural building additions are subject to the open space requirements for the applicable Building Type per Article 24P.206 (Building Types) of this Specific Plan.

C. Parking

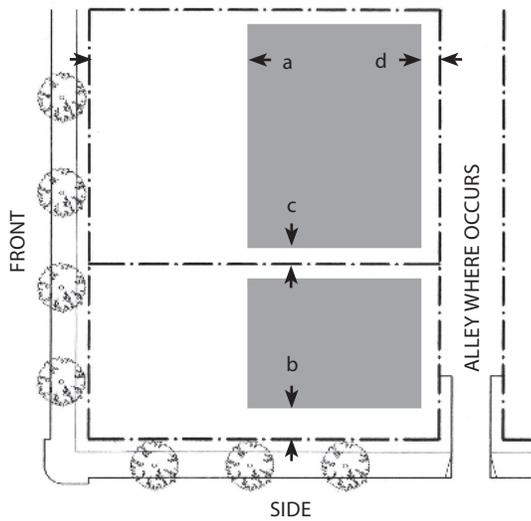


Figure 24P.9: Parking and Accessory Building Placement Diagram

1. **Parking Placement.** On-grade parking is allowed in the shaded area as shown in Figure 24P.9.
  - a. Front setback: 40% lot depth\*
  - b. Side street setback: 5 feet minimum
  - c. Side yard setback: 5 feet minimum
  - d. Rear setback: 5 feet minimum

\* For lots without alley access, front setback may be reduced to 10'-0" if parking is accommodated in an enclosed garage that is rotated 90 degrees to the fronting street.
2. **Parking Access.** Where alleys occur, vehicular access is permitted only from alley.
3. **Parking Requirements.** See Article 24P.206 (Building Types) for parking location requirements. See Article 24P.212.2 (Parking Design and Development Standards) and Table 24P.8 for parking stall sizes.
  - a. Residential: 2 on-site spaces per unit; at least 1 space must be in a garage
  - b. Carriage Houses: 1 on-site space per unit

D. Building Profile and Frontages

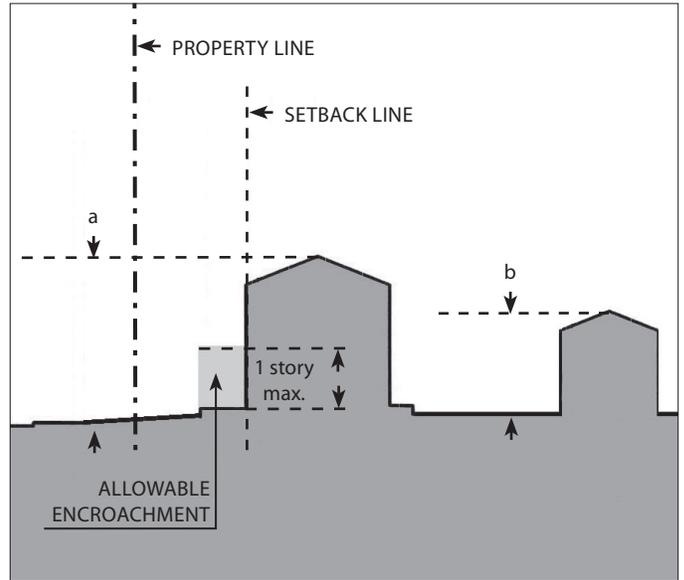


Figure 24P.10: Building Profile and Frontages Diagram

1. **Building Height.** Maximum height shall be measured from adjacent finish grade to roof ridge or top of parapet as depicted in Figure 24P.10. Attic space may be occupied and not count as a story when applying the height limits of applicable zone. Occupiable attic space shall not exceed 75% of the ground floor footprint.
  - a. Primary Buildings: 2.5 stories; 28 feet max.
  - b. Accessory Buildings: 2 stories; 24 feet max.
2. **Frontage Types:** Forecourt, Stoop, Frontyard
3. **Encroachments:** Encroachments shall comply as follows:

Encroachment Type	Maximum Encroachment				Max. Length
	Front	Side Street	Side Yard	Rear Yard	
Trellises, open porches (up to 20% of lots on given block)	4'	4'	0'	0'	100%
Trellises, open porches (up to 50% of lots on given block)	4'	4'	0'	0'	50%
Stoops, steps	5'	5'	0'	0'	30%
Balconies, bay windows	0'	0'	0'	0'	30%
Eaves, chimneys	2'	2'	2'	0'	n/a

## 24P. DEVELOPMENT CODE

### 24P.202 URBAN STANDARDS

#### 24P.202.5 1-1/2 Story Maximum Building Overlay of T31. Zone



Illustrative Photo

#### B. Building Placement

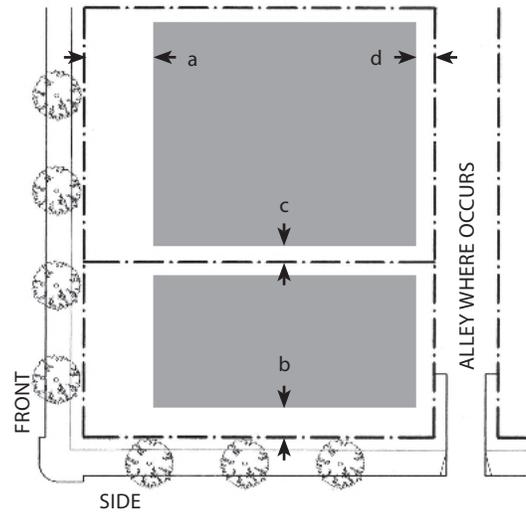


Figure 24P.11: Primary Building Placement Diagram

#### A. Definition and Allowed Building Types.

1. Definition. The 1-1/2 Story Maximum Building Height Overlay Zone applies to parcels located along the western boundary of the Parklands plan area. This zone requires that homes be no taller than one and one-half stories in height, prohibits upper story windows from facing towards the existing residential development that currently lines Linden Drive and Blackburn Place, and requires a minimum 20-foot deep rear yard setback.
2. Building Types: See T3.1 (Neighborhood Edge) Zone.

1. Primary Building Setback. Primary buildings shall be placed within the shaded area as shown in Figure 24P.11.
  - a. Front Setback: 10 feet minimum
  - b. Side Street Setback: 10 feet minimum
  - c. Sideyard Setback: 5 feet minimum
  - d. Rear Setback: 20' minimum
2. Accessory Building Setback. See T3.1 (Neighborhood Edge Zone) standards (Article 24P.202.5.B.2).
3. Primary and accessory building placement is subject to the Open Space requirements of Article 24P.206 (Building Types) of this Development Code.
4. Structural Building Additions. See T3.1 (Neighborhood Edge Zone) standards (Article 24P.202.5.B.4).

C. Parking

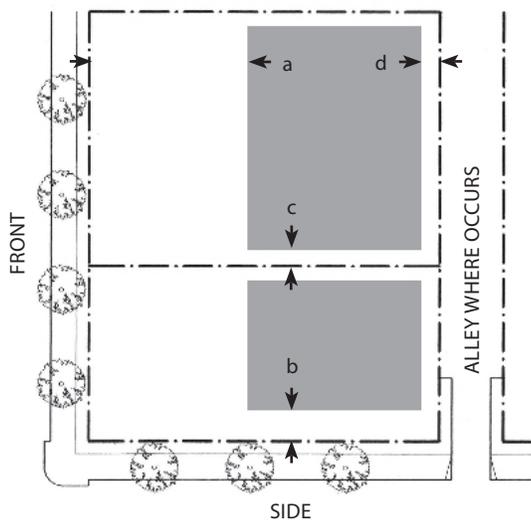


Figure 24P.9: Parking and Accessory Building Placement Diagram

1. Parking Placement. See T3.1 (Neighborhood Edge Zone) standards (Article 24P.202.5.C.1)

D. Building Profile

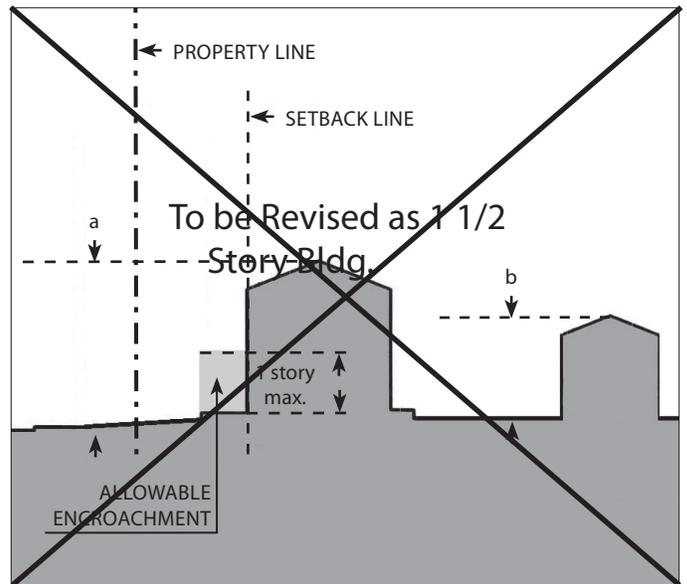


Figure 24P.12: Building Profile and Frontages Diagram

1. Building Height. Maximum height shall be measured from adjacent finish grade to roof ridge or top of parapet as depicted in Figure 24P.12. Attic space may be occupied and not count as a story when applying the height limits of applicable zone. Occupiable attic space shall not exceed 75% of the ground floor footprint.
  - a. Primary Buildings: 1.5 stories; 28 feet max.
  - b. Accessory Buildings: 1 story; 14 feet max.
2. Frontage Types: See T3.1 (Neighborhood Edge) Zone.
3. Encroachments: See T3.1 (Neighborhood Edge) Zone.
4. Windows: Western-facing windows are not permitted on the upper floor except that clerestory windows are allowed only if they are located no less than 7 feet above the floor of the second story.

## 24P. DEVELOPMENT CODE

### 24P.204 FRONTAGE TYPE STANDARDS

#### 24P.204 Frontage Type Standards

- A. Frontage Types. A variety of Frontage Types ("Frontage", "Frontages" or "Types") are applied to each neighborhood transect. Frontages allow individual buildings to interface with the frontages of adjacent buildings in major part defining the character of each street.

Frontage Types are prominent façade enhancements dominating visual variety. Frontages provide spatial transitions between interior private space and exterior public space.

Frontage Types are allowed per Table 2P.3.

Table 2P.3  
Frontage Types Allowed by Zone

Frontage Type	Zone			
	POS	T4.6	T3.2	T3.1
Arcade	-	Y	-	-
Shopfront	-	Y	-	-
Stoop	-	Y	Y	Y
Forecourt	-	Y	-	-
Common yard	-	-	Y	Y

1. Arcade: the façade of a building with an attached colonnade. Balconies may overlap the sidewalk while the ground floor remains set at the lot line. This type is ideal for retail use, but only when the sidewalk is fully absorbed within the arcade so that a pedestrian cannot bypass it (except when Arcade faces a Plaza). An easement for private use of the right-of-way will be recorded (Figure 24P.13).

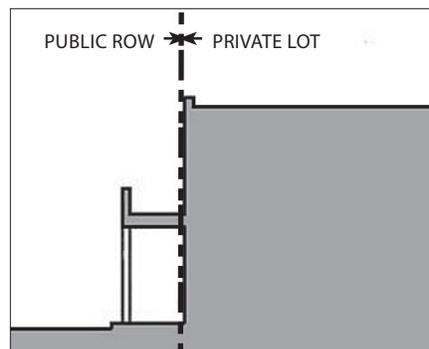


Figure 24P.13: Section



Illustrative Photo

- 2. Shopfront: a façade with doors and windows to the street to attract passers by, is placed at or close to the right-of-way line, with the entrance at sidewalk grade. This type accommodates retail uses (Figure 24P.14).

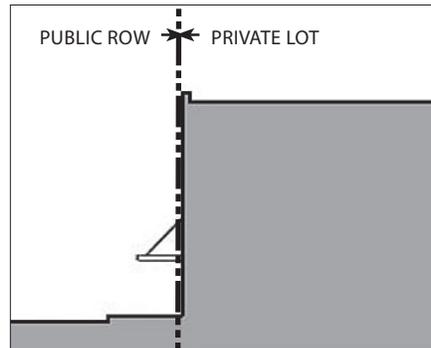


Figure 24P.14 Section



Illustrative Photo

- 3. Stoop: a façade placed close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows. This type suits ground-floor residential uses with short setbacks and will be interspersed. A porch may also cover the stoop (Figure 24P.15).

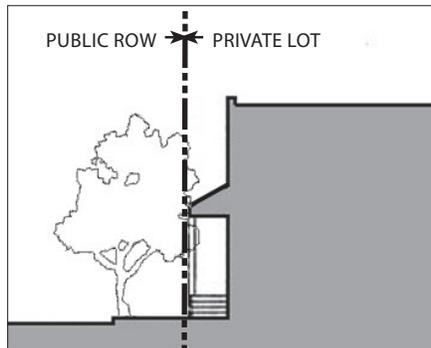


Figure 24P.15: Section



Illustrative Photo

- 4. Forecourt: a façade aligned close to the frontage line with a portion setback for variety and visual interest. This type suits gardens, vehicular drop-offs, and utility off loading. It is used sparingly and in conjunction with stoops and shop fronts (Figure 24P.16).

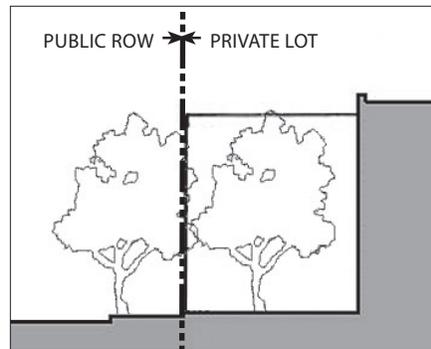


Figure 24P.16: Section



Illustrative Photo

- 5. Common yard: a façade setback from the frontage line with a front yard. An encroaching porch may be appended to the façade (Figure 24P.17).

Porch floor area shall be a minimum of 42 square feet with one side having a minimum inside dimension of 7'-0" clear.

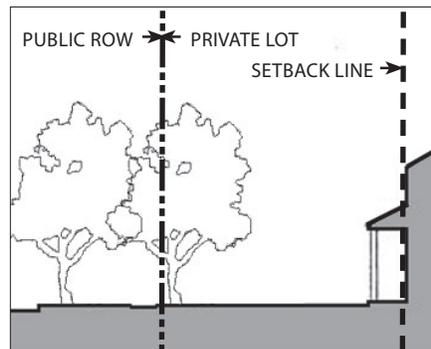


Figure 24P.17: Section



Illustrative Photo

## 24P. DEVELOPMENT CODE

### 24P.206 BUILDING TYPE STANDARDS

## 24P.206 Building Types

### 24P.206.1 Purpose

Building Type performance measures are established based on location within the Transect and lot size. For each zone, the Building Types allowed provide the standards by which to achieve the desired built form.

The Building Type standards in this Section determine the primary pedestrian and vehicle access, parking and service requirements, open space requirements, frontage design, allowed building size and massing, exposure to light and air, solid waste disposal requirements, and garage door size and massing for each of the Building Types.

### 24P.206.2 Applicability

Each proposed building shall be designed in compliance with the standards of this Section for the applicable architectural type, except for public and institutional buildings, which because of their unique disposition and application are not required to comply with these building type requirements.

Variance by way of Warrants and Exceptions are permitted per Article 24P.214 (Administration) of this Specific Plan.

All attached dwelling units must conform to California Building Code fire separation requirements.

Buildings along Wells Road, Telegraph Road, and Blackburn Road must mitigate noise in conformance with:

- Noise abatement criteria adopted by the Federal Highway Administration;
- Noise compatibility guidelines of the California Office of Planning and Research;
- Federal Interagency Committee on Noise Criteria; and
- Policy 7E of the 2005 Ventura General Plan.

### 24P.206.3 Allowable Building Types

The Building Types allowed in the Parklands Specific Plan area are described in Table 24P.4 and on the following pages:



Carriage House Illustrative Photo



Single Family House Illustrative Photo

Table 24P.4  
Building Types Allowed by Zone

Building Type	Zone			
	POS	T4.6	T3.2	T3.1
Carriage House	-	-	Y	Y
Single Family House	-	-	Y	Y
Duplex, Triplex, Quadplex	-	-	Y	-
Bungalow Court	-	-	Y	-
Rowhouse	-	Y	Y	-
Live/Work	-	Y	-	-
Courtyard Housing	-	Y	-	-
Civic Building	Y	-	-	-



Quadplex Illustrative Photo



Live/Work Illustrative Photo



Courtyard Housing Illustrative Photo



Rowhouse Illustrative Photo



Bungalow Court Illustrative Photo



Courtyard Housing Illustrative Photo

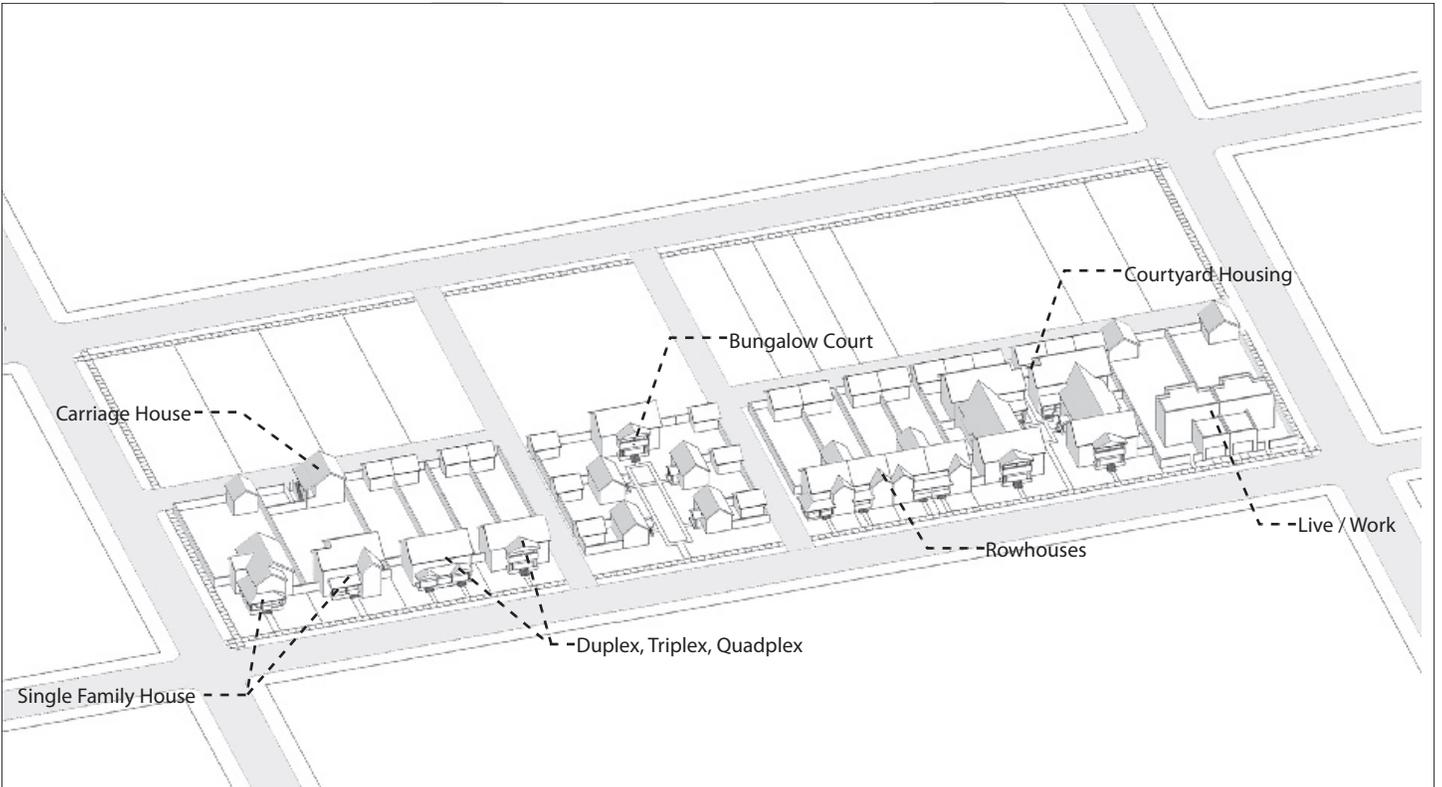


Figure 24P.18: Building Type Transect Diagram

## 24P. DEVELOPMENT CODE

### 24P.206 BUILDING TYPE STANDARDS

#### 24P.206.4 Carriage House



Figure 24P.19: Carriage House Diagram

A Carriage House is a building type consisting of a dwelling unit on top of a detached garage. Carriage Houses typically abut an alley at the rear of a lot that also includes a Single Family House (Figure 24P.19). Carriage Houses are permitted only on 89' x 84' lots. In conformance with State Planning Law, performance standards for Carriage Houses are mandatory and no variance may be granted. Carriage House approval is ministerial without public hearing.

##### A. Access

1. The main entrance to the dwelling shall be accessed from the side yard setback or the side street build-to-line.
2. Where an alley is present, parking and services shall be accessed through the alley.
3. Where an alley is not present, parking and services shall be accessed by a maximum 8 foot wide driveway.
4. On a corner lot without access to an alley, parking and services shall be accessed by a driveway of 16 feet maximum width, and with 2-foot planters on each side.

##### B. Parking and Services

1. One uncovered, off-street parking space in addition to the parking required for the primary unit.
2. An alley accessed garage may accommodate up to three cars. A non-alley-accessed garage may accommodate no more than two cars.



Carriage House Illustrative Photo

3. A street facing garage shall have one-car garage doors. Individual one-car doors shall be separated by a column or wall that is at least 12 inches wide
4. Separate water services and meters are required for all Carriage Houses.

##### C. Open Space

1. Side-yard shall be a minimum of five feet wide.
2. One yard, separate from the primary yard, of no less than 150 sf with a minimum dimension of 10 feet shall be provided. The private yard area may be provided at-grade or via a balcony not oriented toward a side yard setback. Carriage House parking space shall not be placed within the 150 sf Carriage House yard.

##### D. Frontage

1. As Carriage Houses are located in the rear of lots, no frontage type is required since direct access from the street is not possible.
2. In an alley situation, windows facing the alley are required.
3. Balconies, loggias, and bay windows may face the alley.

##### E. Building Size and Massing

1. Carriage houses shall be designed as flats located above detached garages.
2. Carriage Houses shall be no taller than 2 stories



Carriage House Illustrative Photo



Carriage House Illustrative Photo

(inclusive of garage) at 12' max. per floor.

3. Carriage houses shall be a minimum size of 375 sf and a maximum of 700 sf habitable floor area .
4. Carriage houses shall not exceed 50% of primary building's habitable floor area.

#### F. Exposure to Light and Air

1. Each unit shall be setback from property lines on all sides, with direct access to yards.

## 24P. DEVELOPMENT CODE

### 24P.206 BUILDING TYPE STANDARDS

#### 24P.206.5 Single Family House



Figure 24P.20: Single Family House Diagram



Single Family House Illustrative Photo

A detached building designed as a single dwelling (Figure 24P.20). Single Family Houses may be located upon a qualifying lot in the Neighborhood General and Neighborhood Edge Zones. Following are the performance standards for Single Family Houses.

##### A. Access

1. The main entrance shall be located within the front facade and accessed directly from the street through an allowed frontage type. The main entrance may also be accessed through a side yard equal in width to the distance from the front property line and the street build-to line. (W)
2. Where an alley is present, parking and services shall be accessed through the alley. (E)
3. Where an alley is not present, parking and services are accessed via a maximum 8-foot wide drive with minimum 2-foot wide planters on each side of the driveway. (W)
4. On a corner lot without access to an alley, parking and services are accessed from the side street via a driveway of 16 feet maximum width, with 2-foot minimum wide planters on each side of the driveway. (W)

##### B. Parking and Services

1. Required parking shall be accommodated within a garage or carport.
2. An alley accessed garage may accommodate up to three cars maximum.

3. Parking on lots without alley access shall be accommodated in a garage that can accommodate no more than 2 cars. Carports are not allowed.
4. Street facing garages shall have one-car garage doors that are separated by a column or wall that is at least 12 inches wide. Carports are not allowed (W)
5. Where an alley is present, parking access and above ground equipment and trash container areas shall be located on the alley. (W)
6. Where an alley is not present, all above ground equipment and trash container areas shall be located at least 10 feet behind the front of the house and screened from view from the street with a hedge or fence. (W)

##### C. Open Space

1. Front yards are defined by the setback and Frontage Type standards of the applicable zone. (DR)
2. Rear yards shall be of a regular geometry (e.g., rectangular) and shall be comprised of the area between the primary residence and the garage/accessory building and may include the larger of the two side yard areas between the garage/accessory building and the side yard property line. Rear yards shall be sized as follows:
  - a. 35' x 92' lots: a minimum of 20% of lot area with a minimum dimension of 18' feet (W)
  - b. 45' x 92' lots: a minimum of 20% of lot area with minimum dimension of 18 feet (W)



Single Family House Illustrative Photo



Single Family House Illustrative Photo

- c. 52' x 84' lots: a minimum of 25% of lot area with a minimum dimension of 22 feet (W)
- d. 89' x 84' lots: a minimum of 28% of lot area with a minimum dimension of 25 feet (W)

**D. Landscape**

- 1. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (approximately 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (approximately 1.5 times the height of the house at maturity). (DR)
- 2. Side yard trees may be placed to protect the privacy of neighbors. (DR)

**E. Frontage**

- 1. As feasible, living areas (e.g., living room, family room, dining room, etc), rather than sleeping and service rooms, are oriented toward the fronting street. (DR)
- 2. Corner lot buildings are encouraged to provide an appropriate frontage type on both the front street and the side street facades. Wrap-around frontage types are permitted. (DR)

**F. Building Size and Massing**

- 1. Buildings shall be composed of one-, one-and-one-half- and/two-story volumes. (DR)

- 2. Buildings within the Neighborhood Edge Overlay (see Figure 24P.1, Regulating Plan) shall be composed one or one- and one-and-one-half-story volumes.
- 3. Upper floor windows of all one-and-one-half-story buildings within the Neighborhood Edge Overlay boundary shall not be permitted to face the rear yard (e.g. from the rear yard, buildings should appear to be one-story volumes).
- 4. Building elevations that are 50 feet or longer abutting side yards shall be designed to provide at least one horizontal plane break of at least one foot. Architectural elements such as bay windows, projecting rooms, or covered balconies may be provided in lieu of the horizontal plane break. (DR)
- 5. Attic space may be occupied and not count as a story. (DR)

**G. Exposure to Light and Air**

- 1. Each house shall be setback from property lines on all sides with as much direct access to yards as possible. (W)

**Key to Variances (see Article 24P.214)**

W	Warrant
E	Exception
DR	Design Review

## 24P. DEVELOPMENT CODE

### 24P.206 BUILDING TYPE STANDARDS

#### 24P.206.6 Duplex, Triplex & Quadplex

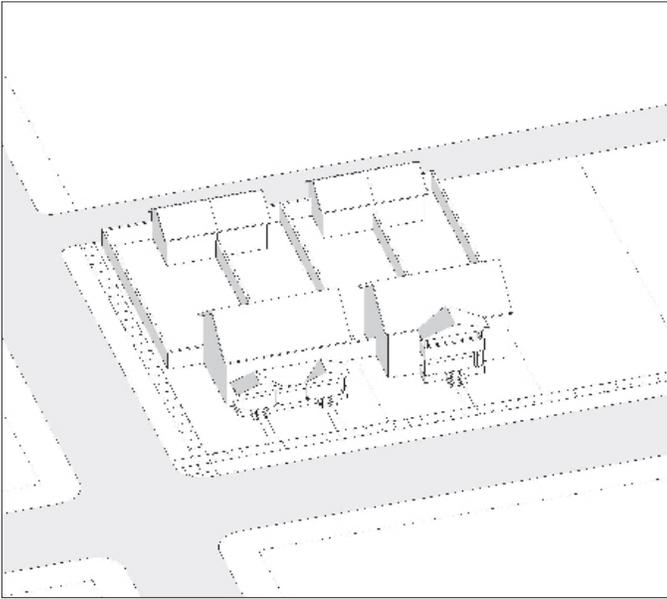


Figure 24P.21: Duplex, Triplex, Quadplex Diagram



Duplex, Triplex, Quadplex Illustrative Photo

A large house containing two, three, or four dwelling units, respectively. Each dwelling unit is individually accessed directly from the street (Figure 24P.21). Duplexes, Triplexes, or Quadplexes may be located upon a qualifying lot in the Neighborhood General Zone. Following are the performance standards for Duplexes, Triplexes, and Quadplexes.

##### A. Access

1. The main entrance to each dwelling shall be accessed directly from and face the street. Access to second floor dwellings shall be by a stair, which may be enclosed within the mass of the building or attached to the building in either an open or roofed configuration. (E)
2. Where an alley is present, parking and services shall be accessed through the alley. (E)
3. On a corner lot without access to an alley, parking and services shall be accessed from the side street by a maximum 8-foot wide driveway with minimum 2-foot wide planters on each side of the driveway. (W)
4. Where an alley is not present, parking and services shall be accessed by a maximum 8-foot wide driveway with minimum 2-foot wide planters on each side of the driveway. (W)

##### B. Parking and Services

1. Required parking shall be within garages which may contain up to four cars. (E)
2. Garages on corner lots without alleys may front onto the side street only if provided with 1-car garage

doors and with driveways no more than 8 feet wide with planters at least 2 feet wide on both sides of the driveway. (W)

3. Where an alley is present, all above ground equipment and trash container areas shall be located on the alley. (W)
4. Where an alley is not present, services, above ground equipment and trash container areas shall be located a minimum of 10 feet behind the front of the building, and screened from street views by a hedge or fence. (W)

##### C. Open Space

1. Front yards are defined by the setback and Frontage Type standards of the applicable zone. (DR)
2. Each ground floor dwelling unit shall be provided with a usable, outdoor yard with an area of at least 150 square feet with a minimum dimension of 10 feet. Required yards shall be enclosed by a fence, wall or hedge. (W)
3. Upper floor dwelling units shall have usable, outdoor space with an area of at least 150 square feet with a minimum dimension of 7 feet. Outdoor space may be accommodated in balconies, loggias, and/or roof decks. Minimum outdoor space area requirement may be accommodated in two separate locations (e.g. in a balcony facing the front yard plus a loggia facing the rear yard). (DR)



Duplex, Triplex, Quadplex Illustrative Photo



Duplex, Triplex, Quadplex Illustrative Photo

**D. Landscape**

1. Landscape should not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (approximate 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (approximately 1.5 times the height of the house at maturity). (DR)
2. Trees may be placed in side yard to protect the privacy of neighbors. (DR)
3. For shade and privacy, it is encouraged that one large tree be provided in at least 50 percent of the individual ground floor unit rear yards (e.g. a quadplex with two ground floor units and two upper floor units would have 1 rear yard tree) with the trees being planted, at a minimum, in every other rear yard. (W)

**E. Frontage**

1. Living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street and/or to the courtyard. (DR)
2. Corner lot buildings are encouraged to provide an appropriate frontage type on both the front street and the side street facades. Wrap-around frontage types are permitted. (DR)

**F. Building Size and Massing**

1. Buildings shall be massed to appear as large detached houses, composed principally of two story volumes, each designed to house scale.
2. Building elevations that are 50 feet or longer abutting side yards shall be designed to provide at least one horizontal plane break of at least one foot. Architectural elements such as bay windows, projecting rooms, or covered balconies may be provided in lieu of the horizontal plane break. (DR)
3. Dwellings within buildings may be flats and/or townhouses. (DR)
4. Attic space may be occupied and not count as a story. (DR)

**G. Exposure to Light and Air**

1. Each building shall be setback from property lines on all sides, with as much direct access to yards as possible. (W)

Key to Variances (see Article 24P.214)

W Warrant  
 E Exception  
 DR Design Review

## 24P. DEVELOPMENT CODE

### 24P.206 BUILDING TYPE STANDARDS

#### 24P.206.7 Bungalow Court

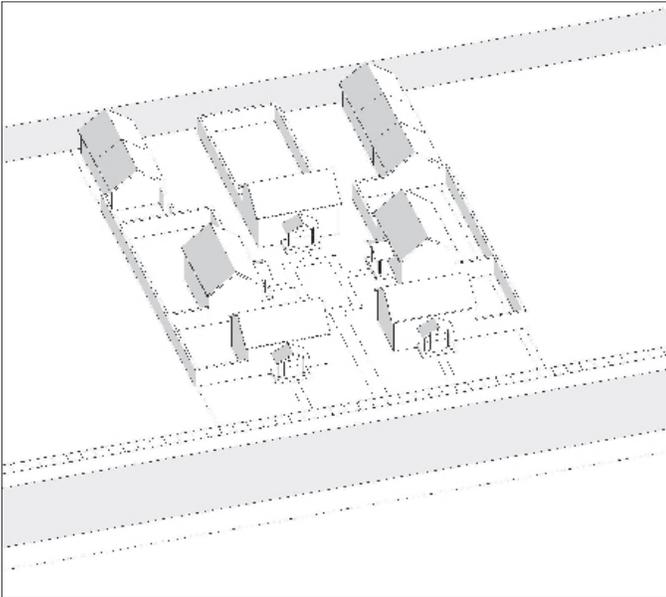


Figure 24P.22: Bungalow Court Illustrative Diagram

Four or more detached houses and/or duplexes arranged around a shared courtyard, with pedestrian access to the building entrances from the courtyard and/or fronting street (Figures 24P.22). Bungalow Courts may be located upon a qualifying interior lot in the Neighborhood General Zone. Following are the performance standards for Bungalow Courts.

##### A. Access

1. Entrances to each dwelling shall be directly from the front yard or from the courtyard. (E)
2. Where an alley is present, parking and services shall be accessed through the alley. (E)
3. Bungalow Courts are not allowed on Corner lots.
4. On an interior lot without access to an alley, parking and services shall be accessed by a maximum 8-foot wide driveway with minimum 2-foot wide planters on each side of the driveway. (W)

##### B. Parking and Services

1. Required parking shall be at-grade and within garages or carports which may contain up to six cars. (W)
2. Where an alley is present, all above ground equipment and trash container areas shall be located on the alley. (W)
3. Where an alley is not present, service access, above ground equipment, and trash container areas shall be located in a side or rear yard, a minimum of 10 feet behind the front of the house, and screened from street view by a hedge or fence. (W)



Bungalow Court Illustrative Photo

##### C. Open Space

1. Front yards are defined by the street build-to line and Frontage Type standards of the applicable zone. (DR)
2. A central courtyard shall comprise approximately 15% of the lot area and be of regular geometry. (E)
3. Minimum courtyard dimensions shall be 30 feet in each direction.
4. Each dwelling shall be provided with a private or semi-private yard of at least 500 square feet with a minimum dimension of 15 feet. Yard must be of a regular geometry (e.g., rectangular). This yard shall be exclusive of the courtyard and may be located in a side yard and/or the rear yard. (E)
5. Required outdoor space should be enclosed by a fence, wall or hedge. (DR)

##### D. Landscape

1. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity). (DR)
2. Trees may be placed in side yards to protect the privacy of neighbors. (DR)
3. For shade and privacy, it is encouraged that one large tree be provided in at least 50 percent of the individual unit rear yards (e.g. if there are six individual units,



Bungalow Court Illustrative Photo



Bungalow Court Illustrative Photo

3 would have trees) with the trees being planted, at a minimum, in every other rear yard. (W)

E. Frontage

- 1. Buildings shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street and/or to the courtyard. (DR)

F. Building Size and Massing

- 1. Buildings should be composed of one- and/or two-story volumes massed as houses.
- 2. Building elevations that are 50 feet or longer abutting side yards shall be designed to provide at least one horizontal plane break of at least one foot. Architectural elements such as bay windows, projecting rooms, or covered balconies may be provided in lieu of the horizontal plane break. (DR)
- 3. Dwellings within a duplex may be flats and/or townhouses. (DR)
- 4. Attic space may be occupied and not count as a story. (DR)

G. Exposure to Light and Air

- 1. Each building shall maintain setbacks from property lines on all sides, with as much direct access to yards as possible. (W)

Key to Variances (see Article 24P.214)  
 W Warrant  
 E Exception  
 DR Design Review

## 24P. DEVELOPMENT CODE

### 24P.206 BUILDING TYPE STANDARDS

#### 24P.206.8 Rowhouse



Figure 3.24P.23: Rowhouse Diagram



Rowhouse Illustrative Photo

A building comprised of two or more attached two- or three-story dwelling units (Figure 24P.23). The elevation and massing of each Rowhouse building may be either symmetrical or asymmetrical, repetitive or unique in disposition, as long as the delineation of each individual unit is evident (Figure 24P.24). Rowhouse Buildings may be located upon a qualifying lot in the Urban General Corridor and Neighborhood General Zones. Following are the performance standards for Rowhouse Buildings

##### A. Access

1. The main entrance to each unit shall be accessed directly from and face the street. (E)
2. Parking and services shall be accessed from an alley. This type is not allowed on a lot without an alley. (E)

##### B. Parking and Services

1. Required parking shall be within a garage, which may be attached to or separated from the dwelling. (W)
2. Garages of buildings on corner lots shall face the alley and not the street. (W)
3. Services, above ground equipment and trash containers shall be located on an alley. (W)

##### C. Open Space

1. Front yards are defined by the street build-to line and the Frontage Type standards of the applicable zone. (DR)
2. One usable at-grade, outdoor open space shall be provided behind the Rowhouse. Open space shall be

no less than 15% of the lot area and be of a regular geometry (e.g., rectangular) with a minimum dimension of 15 feet. (E)

##### D. Landscape

1. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees, if provided, shall be of porch scale (approximately 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (approximately 1.5 times the height of the house at maturity). (DR)
2. For shade and privacy, it is encouraged that one large tree be provided in at least 50 percent of the individual unit rear yards (e.g. if there are eight individual units, 4 would have trees) with the trees being planted, at a minimum, in every other rear yard. (W)

##### E. Frontage

1. Living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, shall be oriented toward the fronting street. (DR)
2. Dwellings on corner lots, are encouraged to provide an appropriate frontage type on both the front street and the side street facades. Wrap-around frontage types are permitted. (DR)



Rowhouse Illustrative Photo



Rowhouse Illustrative Photo

**F. Building Size and Massing**

1. Buildings should be composed of 2- and/or 3-story volumes in compliance with the regulations of the applicable zone. 50% of the Rowhouse Building may be up to 3-stories. (DR)
2. In a 3-story building, a townhouse dwelling may be stacked over a ground floor flat. In this case, the flat shall be accessed by its own front door at the frontage, and the townhouse dwelling shall be accessed by a separate front door and an internal stair. (DR)
3. Individual Rowhouse units shall be delineated one from the other by way of varied massing, wall articulation, frontage type placement, or roof line articulation (Figure 24P.24).

**G. Exposure to Light and Air**

1. Each individual Rowhouse unit shall be setback from property lines on at least 2 sides, with as much direct access to yards as possible. (W)

Key to Variances (see Article 24P.214)  
 W Warrant  
 E Exception  
 DR Design Review



Figure 3.24P.24: Illustrative Elevation Showing Articulation of Individual Units.

## 24P. DEVELOPMENT CODE

### 24P.206 BUILDING TYPE STANDARDS

#### 24P.206.9 Live / Work

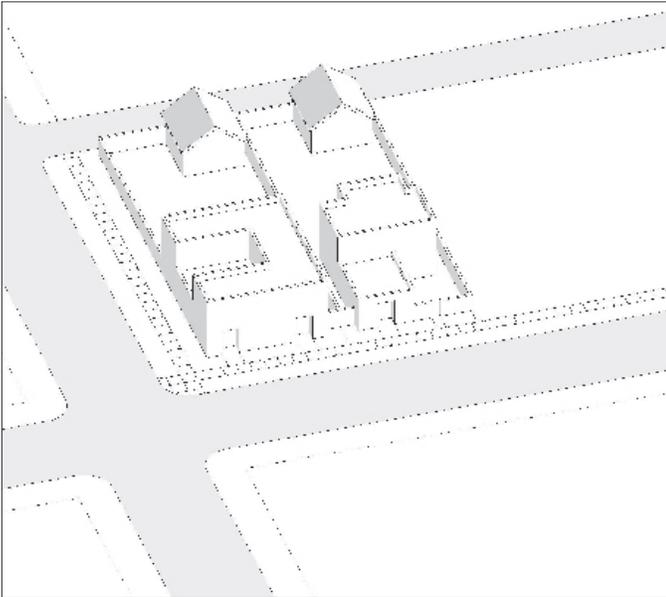


Figure 24P.25: Live/Work Diagram

An integrated housing unit and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and ground floor work uses (Figure 24P.25). A Live/Work building, also known as a "Flex Building," may be located upon a qualifying lot in the Urban General Corridor Zone. Following are the performance standards for Live/Work Buildings:

##### A. Access

1. Live/Work Buildings shall provide one of two methods of pedestrian access:
  - a. The main entrance to the ground floor flex space shall be accessed directly from and face the street, and the residential occupancy area shall be accessed by a separate entrance and internal stair that is also accessed from and faces the street. There may also be a small shared lobby that provides separate access to Parking Plaza/flex and residential areas (E); or
  - b. Access to the residential area may be taken through the Parking Plaza/flex space that is accessed directly from and faces the street. (E)
2. Parking and services shall be accessed from an alley. This type is not allowed on a lot without an alley. (E)



Live/Work Illustrative Photo

##### B. Parking and Services

1. Required parking for one car shall be in a garage, which may be attached to, or detached from, the building. The remaining required parking spaces may be within a garage, carport, or be uncovered. (W)
2. Garages of buildings on corner lots shall face the alley and not the street. (W)
3. Services, above ground equipment and trash containers shall be located on an alley. (W)

##### C. Open Space

1. Front yards are defined by the street build-to line and Frontage Type standards of the applicable zone. (DR)
2. One usable at-grade, outdoor open space shall be provided behind the Live/Work Building. Open space shall be no less than 15% of the lot area and be of a regular geometry (e.g., rectangular) with a minimum dimension of 20 feet. (E)

##### D. Landscape

1. Landscape shall not obscure front yards on adjacent lots or the shopfront of the ground floor flex space. (E)
2. Front yard trees, if provided, shall be of porch scale (approximately 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (approximately 1.5 times the height of the house at maturity). (E)



Live/Work Illustrative Photo



Live/Work Illustrative Photo

**E. Frontage**

1. Parking Plaza/flex space on ground floors and living areas (e.g., living room, family room, dining room, etc.), on upper floors should be oriented toward the fronting street. Sleeping and service rooms should be oriented towards side and rear yards. (DR)
2. Dwellings on corner lots, are encouraged to provide an appropriate frontage type on both the front street and the side street facades. Wrap-around frontage types are permitted. (DR)

**F. Building Size and Massing**

1. Building shall be composed of 2- and 3-story volumes in compliance with the applicable zone standards. (DR)

**G. Exposure to Light and Air**

1. Each Live/Work Building shall be setback from property lines on all sides, with as much direct access to yards as possible. (W)

**H. Storage**

1. Live/work units that share a common garage must provide a minimum of 160 cubic feet of enclosed storage area.

Key to Variances (see Article 24P.214)

- W Warrant
- E Exception
- DR Design Review

## 24P. DEVELOPMENT CODE

### 24P.206 BUILDING TYPE STANDARDS

#### 24P.206.10 Courtyard Housing

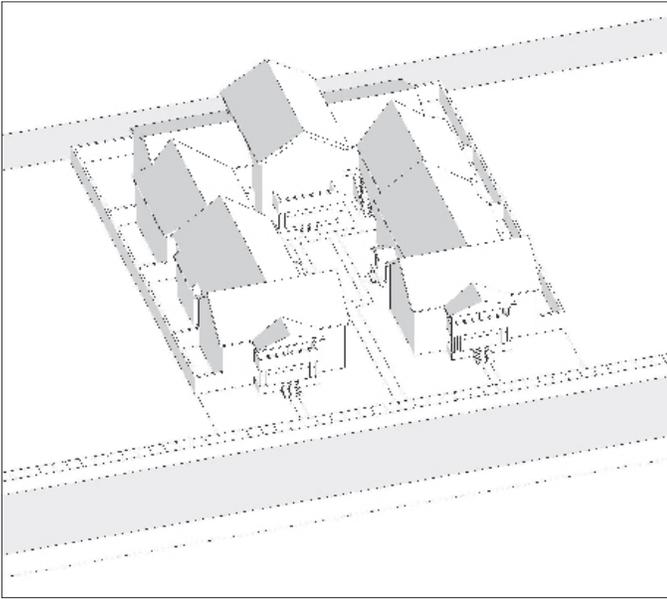


Figure 24P.26: Courtyard Illustrative Diagram



Courtyard Illustrative Photo

A group of dwelling units arranged to share one or more common courtyards where the individual units are townhouses, flats, or flats located over or under flats or townhouses (Figure 24P.26). The courtyard is intended to be a semi-public space that is an extension of the public realm and may occur directly on top of natural grade, on top of a subterranean parking garage, on top of a podium parking deck, or any combination thereof. Courtyard Buildings may accommodate ground floor Parking Plaza/flex uses in either a live-work configuration or as solely Parking Plaza/retail space. Courtyard Housing may be located upon a qualifying lot in the Urban General Corridor Zone. Following are the performance standards for Courtyard Housing Buildings:

##### A. Access

1. The main entrance to each ground floor dwelling shall be directly off a common courtyard, or directly from the street. (E)
2. Access to no more than three (3) second-story dwellings shall be through an open or roofed (but not enclosed) stair. (W)
3. Except for four-story buildings, elevator access may be provided between the garage and podium only. (W)
4. Where an alley is present, parking shall be accessed through the alley and services through the alley and side yards. (W)
5. Where an alley is not present, parking and services should be accessed from the street by a driveway near the side lot line of 8 feet maximum width and be flanked by planters that are at least 2 feet wide. (DR)

6. On a corner lot without access to an alley, parking and services shall be accessed from the side street via a driveway of 8 feet maximum width, and with 2-foot minimum wide planters on each side. (W)

##### B. Parking and Services

1. Required parking shall be at-grade (surface, carport or garage) or subterranean. (W)
2. Dwellings may have direct or separate access to their parking stall(s), or direct access to stalls enclosed within the garage. A combination of these conditions is encouraged. (DR)
3. Where an alley is present, parking, utility access, above ground equipment, and trash container areas shall be located on the alley. (W)
4. Where an alley is not present, above-ground equipment and trash container areas should be located at least 10 feet behind the facade of the building and be screened from view from the street(s) with landscaping or a fence. (DR)
5. Parking entrances to garages and/or driveways shall be located as close as possible to the side or rear of each lot. (DR)
6. For Courtyard Buildings with a podium, chutes shall be provided between the podium level and trash/recycling bins located on lower floors. (W)

##### C. Open Space

1. Front yards are defined by the street build-to line and by the frontage type requirements of the applicable zone. (DR)

2. Courtyard Housing shall be designed to provide a central courtyard and/or partial, multiple, separated, or interconnected courtyards with a cumulative total area of at least 15% of the lot. (E)
3. In a project with multiple courtyards, at least two of the courtyards shall conform to the patterns below. (W)
4. Preferred courtyard dimensions are 40 feet when the long axis of the courtyard is oriented East/West and 30 feet when the courtyard is oriented North/South. (W)
5. In 40-foot wide courtyards, the frontages and architectural projections allowed within the applicable zone are permitted on two sides of the courtyard; they are permitted on one side of a 30-foot wide courtyard. (W)
6. Private open space may be provided in side and rear yards, courtyards, balconies, and roof decks. (DR)
7. Courtyards shall be connected to the public way and/or to each other by way of zaguans or paseos. (E)

- (a) Zaguans shall be a minimum of 10' wide. (W)
- (b) Paseos shall be a minimum of 15' wide. (W)

**D. Landscape**

1. Landscape should not be used to separate a front yard from front yards on adjacent parcels. Front yard trees should be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity). (DR)
2. Trees may be placed in side yards to protect the privacy of neighbors. (DR)
3. Courtyards located over garages shall minimize forced podium hardscape (see Article H, Glossary for definition) by way of design elements such as seating areas, fountains, and ample landscaping. (DR)

**E. Frontage**

1. Entrance doors and living spaces (e.g., living room, family room, dining room, etc.) should be oriented toward courtyards and the fronting street to the degree possible. Service rooms should be oriented to side-yards, service yards and rear yards to the degree possible. (DR)
2. No arcade or gallery may encroach into the required minimum width of a courtyard. (W)
3. Stoops up to 3 feet in height and dooryards up to 2 feet in height may be placed above subterranean parking, provided that they are scaled to the street and building. (W)
4. Dooryards that face and/or encroach into a courtyard

shall be a minimum of 10 feet wide. (W)

**F. Building Size and Massing**

1. Building may contain any four combinations of units: flats, flats over flats, townhouses, and townhouses over flats. (DR)
2. Dwellings may be repetitive or unique as established by individual designs. (DR)
3. Buildings shall be composed of one, two, three and four story masses, each designed to house scale, and should not necessarily appear to be one dwelling. (DR)
4. The intent of these performance standards is to provide for Courtyard Housing buildings with varying heights. Maximum height ratios are as follows:
  - a. 3.5 stories: 10% 2 stories,  
60% 3 stories,  
30% 4 stories (W)
5. Dwellings at fourth stories shall be accessed by single-loaded corridors or exclusive elevator service. (E)
6. The visibility of elevators and of exterior corridors at the third and/or fourth stories should be minimized by incorporation into the mass of the building. (DR)

**G. Exposure to Light and Air**

1. Each dwelling shall be designed to enhance exposure to light and air. (W)

**H. Storage**

1. Courtyard Housing units that share a common garage must provide a minimum of 160 cubic feet of enclosed storage area.

Key to Variances (see Article 24P.214)

W Warrant  
 E Exception  
 DR Design Review

## 24P. DEVELOPMENT CODE

### 24P.207 LOT / BUILDING TYPE LOCATION REQUIREMENTS

#### 24P.207 Lot / Building Type Location Requirements.

Parklands is divided into two sections: multi-family lots along Telegraph Road and single family lots south of the Barranca. The multi-family or Courtyard Dwelling Unit area may, at Developer's sole discretion be market rate apartments, underlain by a Condominium Plan for conversion to condominiums after 25 years or townhomes and condominiums, including 12 very-low income units, 32 moderate income units, and 129 market-rate units. The single family section is divided into rowhouse, quadplex, and triplex attached units on 22' wide lots and single family detached houses on 35', 45', 52', 59' and 89' wide lots (Figure 24P.27 and Table 24P.5).

All units have distinct and varied frontages to both the front and side streets and, with the exception of most of the lots within the 1-1/2 Story Maximum Building Height Overlay zone, have rear parking and service access through the alley system.

In the blocks south of the Barranca, 22 foot wide lots form a continuous face towards the Linear Park, transitioning southward into primarily 35 foot wide lots along the mid block of the adjacent neighborhood streets, and turning into a larger lot mix of 35 and 45 foot wide lots along the Central Parkway.

A varying rhythm of 35 and 45 foot wide lots line the north, east and south streets surrounding Central Park, while a row of 22 foot lots abut directly upon the western edge. A rosewalk is lined with a mix of 35 and 45 foot wide lots while the southern portion of the site is comprised of 52, 59 and 89 foot wide lots.

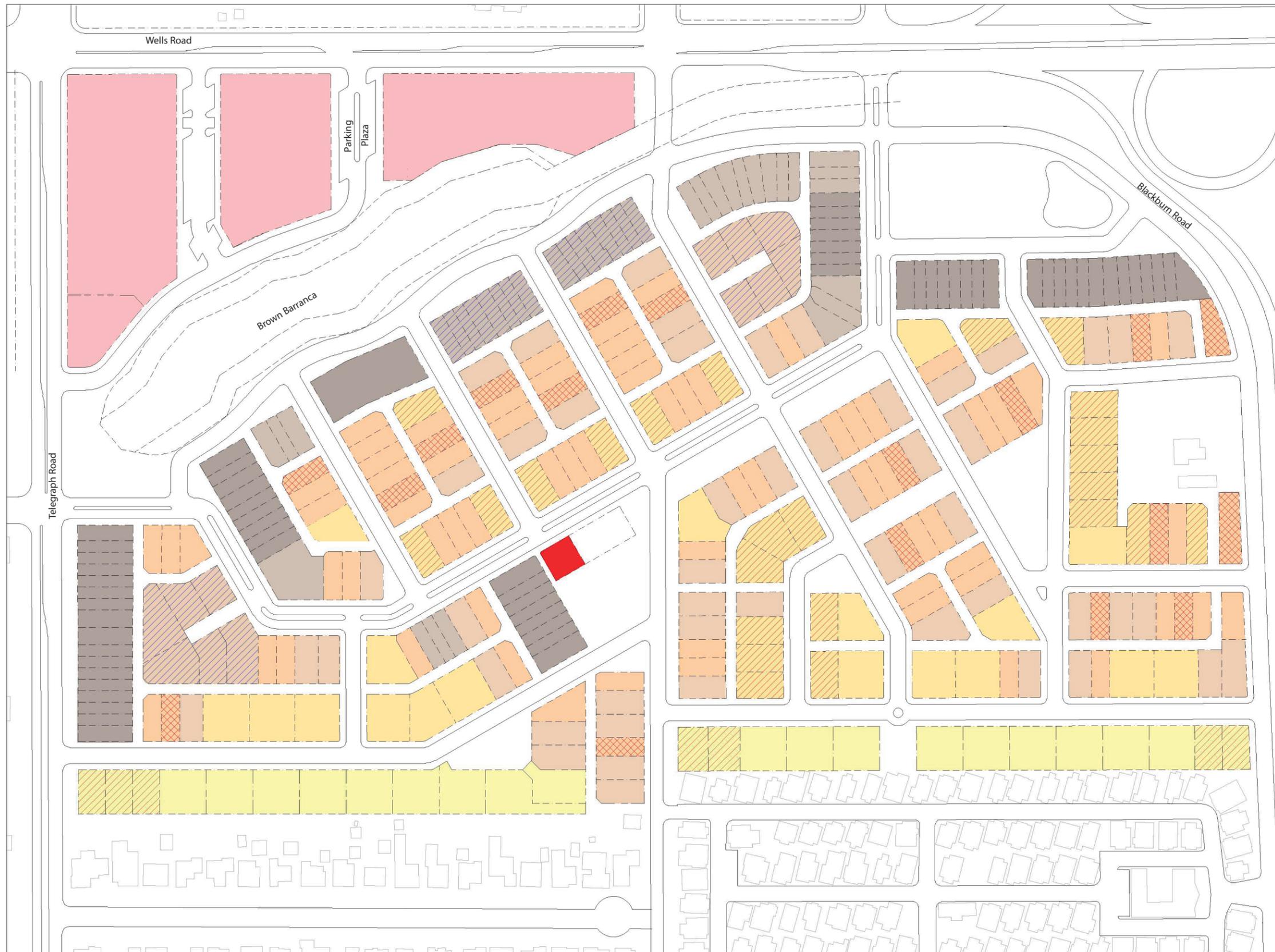
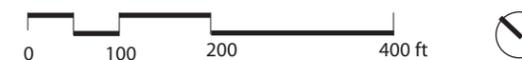


Table 24P.5 Unit Count by Building Type		
	Quantity	Unit Size (sf) <sup>1</sup>
Courtyard Housing and Live/Work	173 units	400-1,300
22' x 92' Rowhouse	70 units	1,350-2,050
22' x 92' Triplex	24 units	1,350-2,050
22' x 92' Quadplex	16 units	1,350-2,050
35' x 92' SFH 2-story	68 units	1,600-2,450
35' x 92' SFH 1.5-story + Bonus Room	18 units	1,800-2,450
45' x 92' SFH 2-story	50 units	2,000-3,050
59' x 75' Bungalow Court	10 units	2,800-3,200
52' x 84' SFH 2-story	26 units	2,800-3,250
89' x 84' SFH 2-story	19 units	3,000-3,600
52' x 84' SFH 1.5-story	7 units	2,800-3,250
89' x 84' SFH 1.5-story	18 units	3,000-3,600
<b>TOTAL</b>	<b>499 units</b>	
Community Building		

Figure 24P.27: Unit Location, Type, Size, and Distribution Plan



<sup>1</sup> Unit sizes are approximate and are subject to final Design Review Commission approval and to the Development Code standards.

## 24P. DEVELOPMENT CODE

### 24P.208 ARCHITECTURAL GUIDELINES

#### 24P.208 Architectural Guidelines

The intended architectural expression of this project is accomplished through a mix of Architectural Styles and Building Types reminiscent of the demographics, culture and climate of the City of San Buenaventura.

The design of buildings of various Types, sharing a street-friendly common scale and repeating architectural elements, provides compatibility. Three project-specific architectural styles have been selected: Mediterranean, Craftsman, and Beach Cottage. The notes on the pages that follow describe the principal characteristics of each style in terms of overall form, materials, scale and various architectural elements and details.

Five building types are proposed for the project and are described in detail in their plan and elevation configurations in Appendix A.

#### 24P.208.1 Mediterranean: Single Family Types (Carriage House, Single Family House, Duplex, Triplex, Quadplex, and Bungalow Court).

The Mediterranean Style features flat austere stucco planes and punched, recessed openings for windows and doors. Detail is achieved through the proportional location of openings.

Windows are elaborated with small metal balconies, grilles or awnings and are deep set to accentuate shadows. Exterior trim is reserved for principal doorways, framed by elaborate pilasters, columns and capitals. Wood detailing is spare, seen as rafter tails or heavy timber brackets supporting cantilevers or openings. Roofs are always Spanish tile. The principal open space for Mediterranean buildings is the patio or courtyard, which open to streets and yards via loggias and arcades.



Mediterranean Style Illustrative Photo



Mediterranean Style Illustrative Photo



No base



Punched and cantilevered openings



Eave with rafter tails



Buttressed base



Monolithic walls



Tile with no eave



Garden wall as extension of primary walls



Wood Porch with tile roof

#### A. Base

1. Exterior walls reach the ground with an expression of weight, with or without a base.
2. An explicit element of the base is described either as a painted band of traditional colors or an applied band of stone or cast concrete.
3. Elements set back within the wall may have their own material connection to the ground, such as tile, plaster or concrete.

#### B. Primary Walls

1. Expressed as single-plane expanses of plaster wall.
2. May be articulated by traditional moldings or applied ornament of stone or cast concrete to describe the vertical division into base, body and top.
3. Plaster finish shall be Santa Barbara Mission-Stucco, Humpy-Bumpy brown coat 16/20 finish with 0 - 3/8" variation, or 20-30 fine sand finish
4. Control joints allowed.

#### C. Roof-Wall Connections

1. Exterior walls will transition into roof form by one of three devices:
  - a. a projected wooden eave with exposed wooden rafters
  - b. a plaster molding
  - c. a tile cap

## 24P. DEVELOPMENT CODE

### 24P.208 ARCHITECTURAL GUIDELINES



Sloped tile roof



Gutter and downspout



Recessed openings



Parapet with flat roof



Gutter and downspout



Trimmed major openings



Sloped tile roof



Deeply recessed opening with wood grille

#### D. Roof

1. May be pitched at a 3:12 or greater ratio and finished in Roman or Mission tile laid irregularly.
2. Flat roofs are allowed and shall be articulated as an explicit exterior wall (tile may be multi-color randomly placed) visual transition to the sky. May be accessible and used as balconies or terraces.
3. No bird stops allowed at end condition: must be mortar filled.
4. Installation of solar panels on rooftops is encouraged if practical as to design, construction and cost.

#### E. Drainage

1. May be conducted off pitched roofs by a traditional combination of gutters and downspouts.
2. Flat roofs may be drained by use of trumpet scuppers. Such roofs draining internally to the roof will need tile or ceramic scuppers on exterior walls.
3. Rainwater reaching the ground may be harvested in cisterns or temporarily collected in dry wells.
4. Rain barrels for the capture and reuse of rainwater are encouraged if practical as to construction, location and cost. They should be located in side and rear yards, but not in front or side street setbacks.

#### F. Openings

1. Deep-set (min. 3" plaster return) and combined with deeper balcony, loggia, and arcade elements to generate complex building-wide vertical or horizontal compositions.
2. Such compositions can be symmetrical overall, locally symmetrical or asymmetrical.
3. Shutters are the aggregate size of the associated opening.
4. Double-hung or multi-pane.



Attached balconies



Offset of primary volume



Enclosed Patio



Attached balconies



Cantilevered second floor



Verandah with gate and garden wall



Integral chimneys



Single volume composition



Entry gate

**G. Attached Elements**

1. All allowable urban frontages in the project area can be expressed in terms particular to this architecture.
2. A number of architectural elements such as balconies, stairs and chimneys can encroach beyond the primary exterior surface of buildings and into their setbacks.

**H. Massing**

1. Volumetric compositions can be of a single primary volume offset by a variety of lesser ones. Also possible are compositions that are expressed in a single volume.
2. It is common and desirable to articulate building corners on corner lots.
3. Such designs can be devised at the geometric corner or adjacent to it.

**I. Site Definition and Landscape**

1. Buildings typically collect surrounding public and private space into walled precincts consistent with their use. Forecourts, garden walls, and zaguanes are common.
2. The landscape of gardens and courtyards heightens the spatial character of each such enclosed exterior room.

## 24P. DEVELOPMENT CODE

### 24P.208 ARCHITECTURAL GUIDELINES

#### 24P.208.2 Mediterranean: Courtyard Housing and Mixed-Use Types

The Mediterranean Style also applies to more urban, multi-family and mixed-used buildings.

For mixed-use buildings with storefronts:

- A. Base. Materials recommended for walls are generally suitable below display windows (i.e. stucco). A panel of tile or other special material may be used. Ceramic tile is frequently used as a storefront base. Base materials should be the same or visually “heavier” materials than the adjacent walls. Dark tile with light stucco is an effective combination. Different colors and sizes of tile may be used for decorative effect.
- B. Display Windows. Large pane windows encompassing a minimum of 60% of the storefront surface area are recommended. Where privacy is desired for restaurants, professional services, etc., windows should be divided into smaller panes.
- C. Clerestory Window. Horizontal panels of glass between the storefront and the second floor, are not a typical feature of Mediterranean buildings, but are nevertheless permitted. Clerestory windows can be good locations for neon, painted-window and other relatively non-obtrusive types of signs.
- D. Recessed Entries. Recessed entries are recommended. Recommended treatments include:
  1. Special paving materials -such as ceramic tile;
  2. Ornamental ceilings – such as coffering;
  3. Decorative light fixtures.
- E. Doors. Doors should be substantial and well detailed. They are the one part of the storefront that patrons will invariably touch and feel. They should match the materials, design and character of the display window framing. “Narrowline” aluminum frame doors are not recommended.
- F. Arcades. Arcades are a typical frontage type associated with mixed-use Mediterranean buildings.



Mediterranean Style Illustrative Photo



Mediterranean Style Illustrative Photo



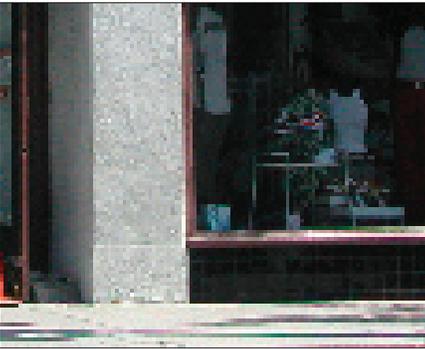
Painted base with deep recess



Single plane composition



Expressed rafters, broad eave



Monolithic wall and base



Intermediate molding at base



Tile with no eave



Continuous material base



Typical plaster finish



Tile on profiled parapet

#### A. Base

1. Exterior walls reach the ground with an expression of weight, with or without a base.
2. An explicit element of the base is described either as a painted band of traditional colors or an applied band of stone or cast concrete.
3. Elements set back within the wall may have their own material connection to the ground, such as tile, plaster or concrete.

#### B. Primary Walls

1. Expressed as single-plane expanses of plaster wall.
2. May be articulated by traditional moldings or applied ornament of stone or cast concrete to describe the vertical division into base, body and top.
3. Plaster finish shall be Santa Barbara Mission-Stucco, Humpy-Bumpy brown coat 16/20 finish with 0 - 3/8" variation, or 20-30 fine sand finish.
4. Control joints allowed.

#### C. Roof-Wall Connections

1. Exterior walls will transition into roof form by one of three devices:
  - a. a projecting wooden eave with exposed wooden rafters
  - b. a plaster molding
  - c. a tile cap

## 24P. DEVELOPMENT CODE

### 24P.208 ARCHITECTURAL GUIDELINES



Sloped tile roof



Projecting scuppers



Deep, recessed openings



Parapet with flat roof



Water retention and control



Trimmed major openings



Roof as balcony



Gutter and downspout



Paired, recessed openings

#### D. Roof

1. May be pitched at a 3:12 or greater ratio and finished in Roman or Mission tile laid irregularly.
2. Flat roofs are allowed and shall be articulated as an explicit exterior wall (tile may be multi-color randomly placed) visual transition to the sky. May be accessible and used as balconies or terraces.
3. No bird stops allowed at end condition: must be mortar filled.
4. Installation of solar panels on rooftops is encouraged if practical as to design, construction and cost.

#### E. Drainage

1. May be conducted off pitched roofs by a traditional combination of gutters and downspouts.
2. Flat roofs may be drained by use of trumpet scuppers. Such roofs draining internally to the roof will need tile or ceramic scuppers on exterior walls.
3. Rainwater reaching the ground may be harvested in cisterns or temporarily collected in dry wells.
4. Rain barrels for the capture and reuse of rainwater are encouraged if practical as to construction, location and cost. They should be located in side and rear yards, but not in front or side street setbacks.

#### F. Openings

1. Deep-set (min. 3" plaster return) and combined with deeper balcony, loggia, and arcade elements to generate complex building-wide vertical or horizontal compositions.
2. Such compositions can be symmetrical overall, locally symmetrical or asymmetrical.
3. Shutters are the aggregate size of the associated opening.
4. Double-hung or multi-pane.



Attached balconies



Offset of primary volume



Fountain as garden focus



Attached balconies



Corner composition



One-story wall with doorway



Integral chimneys



Single volume composition



Forecourt with entry gate

G. Attached Elements

1. All allowable urban frontages in the project area can be expressed in terms particular to this architecture.
2. A number of architectural elements such as balconies, stairs and chimneys can encroach beyond the primary exterior surface of buildings and into their setbacks.

H. Massing

1. Volumetric compositions can be of a single primary volume offset by a variety of lesser ones. Also possible are compositions that are expressed in a single volume.
2. It is common and desirable to articulate building corners on corner lots.
3. Such designs can be devised at the geometric corner or adjacent to it.

I. Site Definition and Landscape

1. Buildings typically collect surrounding public and private space into walled precincts consistent with their use. Forecourts, garden walls, and zaguanes are common.
2. The landscape of gardens and courtyards heightens the spatial character of each such enclosed exterior room.

## 24P. DEVELOPMENT CODE

### 24P.208 ARCHITECTURAL GUIDELINES

#### 24P.208.3 Craftsman

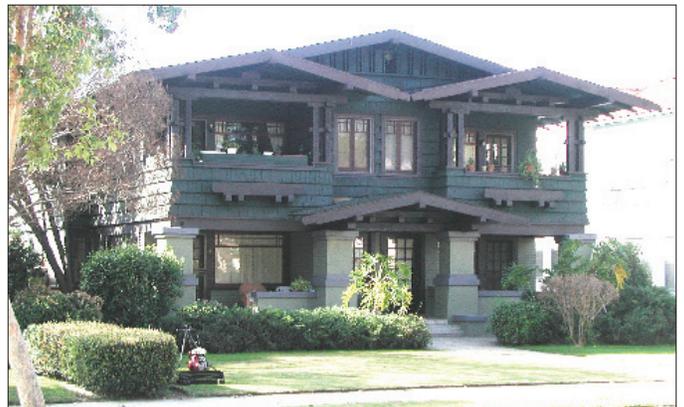
The Craftsman Style features the constructional logic of carpentry. Buildings are proportioned and formed by the repetition of structural elements rendered in wood, walls, columns, beams, rafters, etc. Buildings are defined by large single roofs and special frontage conditions to the street such as porches.

The massing is low slung, close to the ground. Walls are horizontally patterned siding and shingles. The foundation base and piers are in stone or stucco.

Rafter tails and porch columns are exposed and articulated woodwork. Windows and doors are vertical in proportion, trimmed in wood. Roofs are of shallow sloped gabled forms, made of wood, concrete or asphalt shingles with broad overhangs and eaves. Chimneys are stucco, stone or brick.



Craftsman Style Illustrative Photo



Craftsman Style Illustrative Photo



Stone and brick base



Painted siding above plaster



Brace and exposed rafters



Concrete base



Unpainted siding above plaster



Structure as decoration



Masonry and stone base



Painted shingles above lap siding



Large overhangs

#### A. Base

1. Craftsman houses invariably rest upon a base of concrete, stone, or brick.
2. Stone is largest at the bottom and smallest at the top reflecting the natural stacking of the material.
3. The lower floor may be stucco (20-30 fine sand finish) with the upper floor(s) clad in wood or concrete siding.

#### B. Primary Walls

1. Walls shall show no more than two materials along any vertical section of the building, with no more than 90% of the total wall surface in one material. Single family detached houses are exempt.
2. Piers are a minimum of 6"x6" if wood posts, and 18" x 18" if stone or stucco.
3. Stone is largest at the bottom and smallest at the top.

#### C. Roof-Wall Connections

1. Wide eaves with exposed rafters
2. Wood braces may be used.
3. Min. 3' overhang
4. Decorative, spaced boards to vent attics

# 24P. DEVELOPMENT CODE

## 24P.208 ARCHITECTURAL GUIDELINES



Roofs parallel to street



Gutter and downspout



Vertical openings



Dormer window



Downspout



Grouped vertical openings



Dormer with "flap-up" roof



Gutter and downspout



Grouped openings

### D. Roof

1. Principal gables are between 3:12 and 4:12, and shed slopes are less than the principal slope (between 2:12 and 6:12).
2. Dormers may be used to provide light and air to rooms in the attic space.
3. Wood throughout in lookouts and brackets (6" x 8" min.).
4. Installation of solar panels on rooftops is encouraged if practical as to design, construction and cost.

### E. Drainage

1. May be conducted off pitched roofs by a traditional combination of gutters and downspouts.
2. Downspouts are painted or copper and typically round or square.
3. Rain barrels for the capture and reuse of rainwater are encouraged if practical as to construction, location and cost. They should be located in side and rear yards, but not in front or side street setbacks.

### F. Openings

1. Window openings should be oriented vertically, although several windows may abut to form a horizontal overall opening.
2. Windows may be divided into equal increments or be divided on a portion of a window (such as the upper portion of a double-hung or casement window: 4 over 1, 3 over 1)



Front Porch



Intersecting gables with porch



Natural materials



Chimney



Projected upper floor



Trellis as entry



Porte-cochere



Hip with wrap-around verandah



Natural materials

#### G. Attached Elements

1. Porches, chimneys, and trellises can encroach beyond the primary exterior surface of buildings and into their setbacks.
2. Tapered, square columns
3. Deep porches to block sun and provide shade to interiors.

#### H. Massing

1. 3rd story typically concealed in roof with dormers.
2. 2-story with 1-story components attached such as porches or veranda.
3. 1-story simple house forms with 1-story components attached such as porches or veranda.

#### I. Site Definition and Landscape

1. Buildings typically face a front yard.
2. Garden walls of rounded concrete stone, wood, brick or similar material.
3. Trellis and other woodwork define outdoor porches and patios.

## 24P. DEVELOPMENT CODE

### 24P.208 ARCHITECTURAL GUIDELINES

#### 24P.208.4 Beach Cottage

The Beach Cottage Style is defined by thin and taut walls covered in horizontal siding and colored grey or blue. Architectural elements such as windows, beams, rafters, brackets, etc are painted white for contrast.

Roofs are relatively massive and lit by large dormers. The massing of the two-story version is tall and larger in scale. Porches are formed either by adding onto the flat building face or subtracting from the principal house form.



Beach Cottage Style Illustrative Photo



Beach Cottage Style Illustrative Photo



Siding base



Vertical siding



Brace and exposed rafters



Concrete base



Horizontal siding



Structural elements as decoration



Masonry and stone base



Horizontal siding



Large overhangs

**A. Base**

1. Beach cottage houses typically rest upon a base of concrete or brick.

**B. Primary Walls**

1. Walls are clad in painted siding or shingles or other similar material.
2. Wood posts are a minimum of 6" x 6".

**C. Roof-Wall Connections**

1. Eaves with exposed rafters
2. Wood braces may be used.
3. Min. 18" overhang
4. Decorative, spaced boards to vent attics

# 24P. DEVELOPMENT CODE

## 24P.208 ARCHITECTURAL GUIDELINES



Double dormers



Painted gutter and downspout



Window band



Large roofs



Copper gutter and downspout



Painted white moldings



High pitched roof



Painted gutter and downspout



Dormer openings

### D. Roof

1. Principal gables are between 4:12 and 6:12, and shed slopes are less than the principal slope (between 3:12 and 5:12).
2. Dormers may be used to provide light and air to rooms in the attic space.
3. Wood or other lookouts and brackets (6" x 8" min.).
4. Installation of solar panels on rooftops is encouraged if practical as to design, construction and cost.

### E. Drainage

1. May be conducted off pitched roofs by a traditional combination of gutters and downspouts.
2. Downspouts are painted and typically round or square.
3. Rain barrels for the capture and reuse of rainwater are encouraged if practical as to construction, location and cost. They should be located in side and rear yards, but not in front or side street setbacks.

### F. Openings

1. Window openings should be oriented vertically, although several windows may abut to form a horizontal overall opening.
2. Windows may be divided into equal increments or be divided on a portion of a window (such as the upper portion of a double-hung or casement window: 4 over 1, 3 over 1)
3. Window trim is painted



Useful balconies



Occupied attic space



Stone-buffered sidewalk



Useful Balconies



Single-story volume with porch



Sloping Street



Integral stairs

G. Attached Elements

1. Porches, chimneys, and trellises can encroach beyond the primary exterior surface of buildings and into their setbacks.
2. Deep porches block sun and provide shade to interiors.

H. Massing

1. 3rd story typically concealed in roof with dormers.
2. 2-story with 1-story components attached such as porches or veranda.
3. 1-story simple house forms with 1-story components attached such as porches or veranda.

I. Site Definition and Landscape

1. Buildings typically face a front yard.
2. Picket fences or garden walls of brick are common.
3. Trellis and other woodwork define outdoor porches and patios.

## 24P. DEVELOPMENT CODE

### 24P.209 SUSTAINABLE DESIGN OPPORTUNITIES

#### 24P.209 Sustainable Design Opportunities.

In keeping with its state of the art planning and design for the City of Ventura and its Parklands marketing program, Parklands has been planned and designed as the ultimate Traditional Neighborhood. In doing so, Parklands has identified and integrated state of the art "Sustainable" characteristics related to site planning and design as well as implemented on-site and off-site improvements and life style functionality which will mark Parklands as a notable and desirable place to live and raise a family in the City of Ventura. In essence, Parklands is an informed response to the ecological and environmental concepts and issues known today and, within the capability of today's knowledge and predictability, those projected into the future in the City of Ventura.

To the extent that they are financially practical and aesthetically and functionally feasible as determined by the developer, sustainability addresses energy, landscape and hydrology, indoor environment, and livability or function as a residential neighborhood utilizing New Urbanist planning concepts and techniques, as follows:

A. Energy. In recognition that man-made construction and installations contribute to almost half the primary energy use in this Country, thereby affecting climate change, atmospheric warming, air quality and the direct effect on depletable fossil fuel reserves, Parklands has been designed and will be built out, to the extent it is financially practical and aesthetically and functionally feasible as determined by the Developer, to incorporate:

1. Passive Solar Design in the use of overhangs, shutters, louvers, shade trees and shrubs, landscape palette, building layout, window orientation, etc. to allow for natural heating and cooling by way of

shade, sunlight and cooling breezes or wind sources.

2. Exterior Circulation and Living Space laid out to reduce heating and air conditioning, with emphasis on outdoor natural circulation, porches, window treatment, balconies, etc.
3. Optimized building shell performance utilizing well insulated wall systems and high performance window materials and glazing.
4. Design for Emerging Energy Systems. Encourage active solar installations as the technology, aesthetics and cost for heating and cooling become practical and feasible.

While many of these techniques and recommendations are already inherent in the City's advanced Development Code, e.g. porches, operable windows, trees and advanced irrigation systems, Parklands continues to probe and incorporate the edges of technology and design to remain ahead of current suburban residential design.

B. Landscape & Hydrology. Infrastructure and landscape shall be informed by nature and natural systems, with emphasis on a green infrastructure system to clean and convey storm and irrigation water. The following technologies and techniques are encouraged if practical as to design, construction, and cost:

1. Storm Water Management controls including:
  - Rain gardens, vegetated swales and encourage the use of rain barrels to the extent that they are financially practical and aesthetically and functionally feasible at the discretion of Developer.



Example of passive solar strategies: porch and canopy.



Example of rain barrels.

- Pervious pavements.
2. Native-in-character plants that reduce water use, encourage nutrient accommodation, and rely on local climatic conditions and native soils.
  3. Water Conservation that reduces water use and the costly technology which supports same.

C. Indoor environmental quality. Indoor Environmental Quality involves design that promotes physical and psychological wellbeing through the careful selection of materials and covers, e.g. paint, etc., that minimize toxic activity and contamination, and design that provides for greater exposure to natural fresh air and sunlight sources.

1. Abundant fresh air and daylight. Numerous studies point to the physical and psychological benefits of a well-designed interior environment. To that end, buildings should be organized to provide abundant natural light and a constant supply of outdoor air. Operable windows should be used to the greatest extent possible and mechanical systems should be designed to accommodate operable windows.

D. Resource conservation. Resource Conservation involves the use of recycled building materials that use "closed-loop" manufacturing processes to convert used and discarded materials into new products. Parklands design and materials selection include:

1. Sustainably harvested, reprocessed, and recycled materials as they become more available and cost effective.

2. Waste stream management involving recycling, reuse, and composting as such techniques and systems become more prevalent and cost effective.
3. Reuse of rain water by barrel capture of roof drainage to the extent that they are financially practical and aesthetically and functionally feasible at the discretion of the Developer.

## 24P.210 Landscape Guidelines (Private Lots)

### 24P.210.1 Purpose and Applicability

- A. Purpose. The Preliminary Landscape Plan (Figure 24P.28) graphically depicts the goals effectuating the preservation of native vegetation and habitats, the enhancement of the site's natural characteristics, the smooth transition between natural landscape areas and development, and the protection of regional landscape character. The landscape design incorporates and features valuable on-site resources such as specimen trees and natural seasonal watercourses.

The landscape is designed to serve as a unifying element for the development. Informal groupings of native trees will be planted along its outer roads and Barranca edge, interspersed within residences. Regularly spaced ornamental street trees define the roadways as well as provide visual screening. Plant materials will be native or native-in-character.

Landscape designs will complement the architecture within each varying neighborhood.

- B. Applicability. These Landscape guidelines shall apply to all public spaces, to the initial construction of front yards for all Building Types, and to the semi-public outdoor spaces of Bungalow Courts and Courtyard Housing. Private rear yards are not subject to these guidelines.

### 24P.210.2 Landscape Criteria

- A. Landscape Criteria. All landscape plans will be consistent with the following criteria:

1. Frame views, articulate outdoor space and soften the appearance of the architecture.



Example of rain garden.

## 24P. DEVELOPMENT CODE

### 24P.210 LANDSCAPE GUIDELINES (PRIVATE LOTS)

- Existing oaks and significant trees are protected in place.
- Trees and shrubs shade west facing windows, walls and outdoor living spaces, reducing heat gain.
- Trees with open canopies and/or deciduous habits are used along south and west facing sides of structures and living spaces to receive passive winter sun exposure and provide summer shade.
- Street trees identify neighborhoods and serve as a wayfinding method.
- Plant selection and irrigation systems maximize water conservation.
- Landscape is integrated with stormwater drainage to facilitate biofiltration, infiltration, sediment drop and on-site retention.

#### 24P.210.3 Landscape Guidelines

A. Frontyard Landscapes. Plantings in yard areas fronting on streets shall be appropriate to the scale, orientation and purpose of the yard. All trees for front yards shall be a minimum of 24 inch box. Appropriate plant materials and designs for specific frontage yard types are as follows:

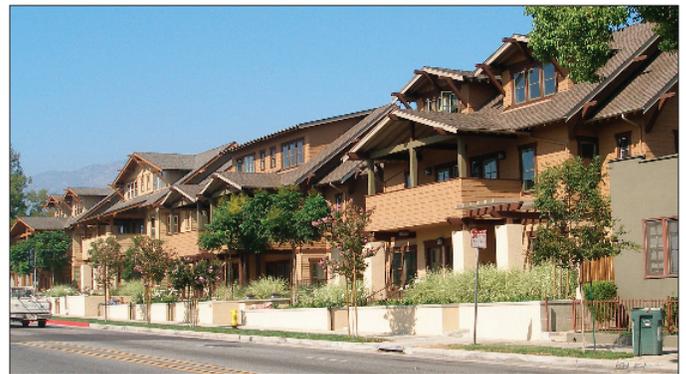
- Front Yards for Single Family Types (Carriage House, Single Family House, Duplex, Triplex, Quadplex, and Bungalow Court). Front yards shall be planted and maintained from the back of sidewalk to a facade or garden wall. At facades, low shrubs and/or ground cover shall be planted against the facade. At garden walls, low shrubs and wall vines or tall shrubs alone shall be planted against the wall. Lawn can be used in front yard applications, but shall be limited to no more than sixty percent of the entire front yard area. Side

yards on corners are considered front yards and subject to the same requirements as identified in this article.

- Front Yards for Multi-Family Types. Lawn, ground cover and low shrubs shall compose the front yard landscape. Shrubs shall be massed or configured as informal or formal (maintained) hedges. Trees shall be used where space permits. Tree shapes, sizes and types shall be planted as definers of the edge of the private space, and at all times should be in proportion to the height and mass of the building facade. Hardscape may be used adjacent to entrances and in seating areas.
- Other Yards. Rear yards may have 1 or 2 trees planted per suggested list. Fruiting trees are especially recommended. Side yards need not be landscaped, except as required to the extent that they affect the quality of the public space. If visible from the public realm (i.e., the sidewalk or street), rear and side yards shall be landscaped and maintained.
- Irrigation. All irrigation plans shall be consistent with the following criteria:
  - Water conservation facilities and techniques are integrated into irrigation system.
  - Irrigation water is applied at a rate not exceeding the infiltration rate of the soil and avoids ponding and excess runoff.
  - Directed spray avoids hardscape and is appropriate to healthy plant and tree water needs.
  - Irrigation controller cabinets are screened.
  - Back flow prevention devices are screened and comply with local and federal regulations.



Single Family Front Yards



Multi Family Front Yards



Figure 24P.28: Preliminary Landscape Plan



## 24P. DEVELOPMENT CODE

### 24P.210 LANDSCAPE GUIDELINES (PRIVATE LOTS)

D. Landscape Lighting. Any proposed lighting shall be consistent with the following criteria:

1. Indirect and shielded lighting prevents spillover glare onto adjacent residences, streets, walkways or natural areas.
2. Varying light intensities provide a soft glow at entries and outdoor living areas and accent landscaping and architectural features.
3. Indirect driveway and parking area lighting is provided in concealed fixtures.
4. Walkway and driveway lighting mounted at low levels in bollards or stairs and walls.
5. Wall-wash, soffit or down-light architectural lighting.
6. Concealed landscape lighting.

E. Landscape Maintenance. Landscaping shall be maintained in a healthy and presentable condition. If an owner of any lot fails to maintain the landscaping and improvements on his lot, the Homeowners Association may, pursuant to CC&Rs, enter onto the lot and perform the necessary maintenance, and may recover the cost of such maintenance through a special assessment or fine. Maintenance shall include:

1. Irrigation and fertilization.
2. Timely mowing, edging, clipping and cleanup.
3. Regular pruning with natural form retained, excepting structural plants such as hedges.
4. Weeding and pest control.
5. Removal of plant litter and periodic renovation.
6. Street trees located on individual lots.

The Parklands Homeowner Association will maintain landscaping in any public open spaces that are not maintained by the City. Individual homeowners will install and maintain all rear yard landscaping on their lots.

F. Acceptable Plant Materials. Plants for both the public and the private realm should be selected on the basis of aridity and drought tolerance and shall be selected from the following list. Deviations consistent with the Landscape Theme may be approved by the DRC.

#### Botanic Name

#### Common Name

STREET TREES (DECIDUOUS)  
CHORISA SPECIOSA  
GINKO BILOBA  
JACARANDA MIMOSIFOLIA  
KOELREUTERIA BIPINNATA  
PISTACHE CHINENSIS  
PLATANUS ACERIFOLIA 'BLOODGOOD'

FLOSS SILK TREE  
MAIDENHAIR TREE  
JACARANDA  
CHINESE FLAME TREE  
PISTACHIO TREE  
LONDON PLANE TREE

STREET TREES (EVERGREEN)  
ARBUTUS 'MARINA'  
QUERCUS AGRIFOLIA  
QUERCUS SUBER  
QUERCUS VIRGINIANA  
TRISTANIA CONFERTA

N.C.N.  
COAST LIVE OAK  
CORK OAK  
SOUTHERN LIVE OAK  
BRISBANE BOX

ALLEY TREES  
CALLISTEMON VIMINALIS  
MAYTENUS BOARIA  
METROSIDEROS EXCELSUS  
PITTOSPORUM RHOMBIFOLIUM  
STENOCARPUS SINUATUS

WEeping BOTTLEBRUSH  
MAYTEN TREE  
NEW ZEALAND CHRISTMAS  
QUEENSLAND PITTOSPORUM  
FIREWHEEL TREE

F. Acceptable Plant Materials (continued)

Botanic Name	Common Name
<b>PARK TREES</b>	
ARAUCARIA ARAUCANA	MONKEY PUZZLE TREE
ARBUTUS 'MARINA'	N.C.N.
BRACHYCHITON ACERIFOLIUS	FLAME TREE
CALOCEDRUS DECURRENS	INCENSE CEDAR
CHORISA SPECIOSA	FLOSS SILK TREE
EUCALYPTUS SIDEROXYLON	PINK IRONBARK
JACARANDA MIMOSIFOLIA	JACARANDA
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
QUERCUS AGRIFOLIA	COAST LIVE OAK
STENOCARPUS SINUATUS	FIREWHEEL TREE
<b>SKY LINE TREES</b>	
CALOCEDRUS DECURRENS	INCENSE CEDAR
EUCALYPTUS CITRIODORA	LEMON SCENTED GUM
EUCALYPTUS SIDEROXYLON	PINK IRONBARK
LIRIODENDRON TULIPIFERA	TULIP TREE
MELALEUCA QUINQUENERVIA	CAJEPUT TREE
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
<b>BARRANCA / EDGE TREES</b>	
ALNUS RHOMBIFOLIA	WHITE ALDER
ARBUTUS 'MARINA'	N.C.N.
EUCALYPTUS SIDEROXYLON	PINK IRONBARK
METROSIDEROS EXCELSUS	NEW ZEALAND CHRISTMAS
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
QUERCUS AGRIFOLIA	COAST LIVE OAK
QUERCUS ILEX	HOLLY OAK
<b>ACCENT TREES</b>	
CERCIS OCCIDENTALIS	WESTERN REDBUD
FEIJOA SELLOWIANA	PINEAPPLE GUAVA
PYRUS C. 'ARISTOCRAT	FLOWERING PEAR
<b>EDIBLE TREES (not permitted in high use areas)</b>	
CITRUS AURANTIIFOLIA	LIME
CITRUS LIMON	LEMON
CITRUS RETICULATA	TANGERINE
CITRUS SINENSIS	ORANGE
MALUS SPP.	APPLE
PERSEA AMERICANA	AVOCADO
<b>ACCENT TREES AT Parking Plaza CENTER/HOUSING</b>	
LIVISTONA CHINENSIS	CHINESE FOUNTAIN PALM
PHOENIX CANARIENSIS	CANARY ISLAND DATE PALM
WASHINGTONIA ROBUSTA	MEXICAN FAN PALM

## 24P. DEVELOPMENT CODE

### 24P.210 LANDSCAPE GUIDELINES (PRIVATE LOTS)

#### F. Acceptable Plant Materials (continued)

##### Botanic Name

##### Common Name

POTTED PLANTS:  
SUCH AS CITRUS

##### SHRUBS

ABELIA G. 'EDWARD GOUCHER'  
ABUTILON HYBRIDUS  
ALYOGYNE HUEGELLI 'PURPLE PALACE'  
ARBUTUS SPP.  
ARCTOSTAPHYLOS 'PACIFIC MIST'  
ARTEMESIA CALIFORNICA  
BACCHARIS P. PILULARIS  
BUXUS M.J. 'GREEN BEAUTY'  
CARPENTERIA CALIFORNICA  
CARISSA SPP.  
CEANOTHUS SPP.  
CISTUS SPP.  
COCCULUS LAURIFOLIUS  
COLEONEMA 'ALBA'  
COLEONEMA PULCHRUM  
CORREA SPP.  
COTONEASTER SPP.  
ECHIUM FASTUOSUM  
ESCALLONIA SPP.  
GREVILLEA SPP.  
GREWIA CAFFRA  
HETEROMELES ARBUTIFOLIA  
JUNIPERUS SPP.  
LAURUS NOBILIS  
LEPTOSPERMUM SPP.  
LIGUSTRUM JAPONICUM  
LONICERA J. 'HALLIANA'  
MELALEUCA NESOPHILA  
NANDINA DOMESTICA  
OLEA E. 'LIL OLLIE'  
OLMEDIELLA BETSCHLERIANA  
OSMANTHUS FRAGRANS  
PHOENIX ROEBELINII  
PITTOSPORUM SPP.  
PLUMBAGO AURICULATA  
PRUNUS ILICIFOLIA  
PRUNUS LYONI  
RHAMNUS CALIFORNICA  
RHAMNUS C. 'MOUND SAN BRUNO'  
RHAPHIOLEPIS SPP.  
RHUS INTEGRIFOLIA  
RHUS OVATA

ABELIA  
FLOWERING MAPLE  
BLUE HIBISCUS  
STRAWBERRY TREE  
MANZANITA  
CALIFORNIA SAGEBRUSH  
COYOTE BUSH  
BOXWOOD  
BUSH ANEMONE  
NATAL PLUM  
WILD LILAC  
ROCKROSE  
HIMALAYAN LAUREL  
WHITEBREATHOFHEAVEN  
BREATH-OF-HEAVEN  
AUSTRALIAN FUSCHA  
N.C.N.  
PRIDE OF MADERA  
ESCALLONIA  
N.C.N.  
LAVENDER STAR FLOWER  
TOYON  
JUNIPER  
BAY LAUREL  
N.Z. TEA TREE  
PRIVET  
HALLS HONEYSUCKLE  
PINK MELALEUCA  
HEAVENLY BAMBOO  
DWARF OLIVE  
GUATEMALA HOLLY  
SWEET OLIVE  
PIGMY DATE PALM  
N.C.N.  
CAPE PLUMBAGO  
HOLLY-LEAF CHERRY  
CATALINA CHERRY  
COFFEEBERRY  
COFFEEBERRY  
INDIA HAWTHORN  
LEMONADE BERRY  
SUGAR BUSH

F. Acceptable Plant Materials (continued)

Botanic Name	Common Name
ROSA B. 'ALBA PLENA'	LADY BANK'S ROSE
ROSA RUGOSA	SEA TOMATO
ROSMARINUS OFFICINALIS	ROSEMARY
SALVIA SPP	MEXICAN BLUE SAGE
SARCOCOCCA RUSCIFOLIA	SARCOCOCCA
WESTRINGIA SPP.	WESTRINGIA
VINES	
CISTUS ANTARTICA	KANGAROO VINE
CISSUS RHOMBIFOLIA	GRAPE IVY
CLEMATIS ARMANDI	EVERGREEN CLEMATIS
CLYTOSTOMA CALLISTEGIODES	LAVENDER TRUMPET VINE
DISTICTUS BUCCHANATORIA	BLOODRED TRUMPET VINE
FICUS P. MINIMA	CREEPING FIG
HARDENBERGIA COMTONIANA	LILAC VINE
HARDENBERGIA VIOLACEA	HARDENBERGIA
HIBBERTA SCADENS	GUINEA GOLD VINE
LONICERA HILDEBRANIANA	GIANTBURMESE HONEYSUCK
PANDOREA J. 'ALBA'	WHITE BOWER VINE
PANDOREA J. 'ROSEA'	PINK BOWER VINE
PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY
PASSIFLORA 'CORAL SEA'	CORAL PASSION FLOWER
RHOICISSUS CAPENSIS	GRAPE IVY
SOLANDRA MAXIMA	CUP-OF-GOLD VINE
SOLANUM JASMINOIDES	POTATO VINE
WISTERIA SINENSIS	CHINESE WISTERIA
WISTERIA S. 'ALBA'	WHITE WISTERIA
HERBACEOUS, GROUNDCOVERS	
ACANTHUS MOLLIS	BEAR'S BREECH
ACHILLEA SPP.	YARROW
AGAPANTHUS SSP.	LILY-OF-THE-NILE
AGAVE ATTENUATA	AGAVE
ALOE SSP.	ALOE
ANIGOZANTHOS FLAVIDUS	KANGAROO PAWS
ARMERIA MARITIMA	SEA THRIFT
ARTEMESIA SPP.	WORMWOOD
BACCHARIS P.	'TWIN PEAKS'
PROSTRATE BACCHARIS	CAPE RUSH
CHONDROPETALUM TECTORUM	
CLIVIA MINIATA        KAFIR	LILY
CONVOLVULUS SPP.	BUSH MORNING GLORY
COREOPSIS SPP.	COREOPSIS
CROCOSMA CROCOSMIIFLORA	MONTBRETIA

## 24P. DEVELOPMENT CODE

### 24P.210 LANDSCAPE GUIDELINES (PRIVATE LOTS)

#### F. Acceptable Plant Materials (continued)

Botanic Name	Common Name
DIANELLA TASMANICA	DIANELLA
ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY
ERIOGONUM SPP.	BUCKWHEAT
GERANIUM SPP.	CRANESBILL
HEDERA HELIX	ENGLISH IVY
HEMEROCALLIS HYBRIDUS	EVERGREEN DAYLILY
HEUCHERA SPP.	CORAL BELLS
IRIS DOUGLASIANA	IRIS
KNIPHOFIA UVARIA	RED HOT POKER
LAVENDULA SPP.	LAVENDER
LIMONIUM PEREZII	SEA LAVENDER
LIRIOPE MUSCARI	BIG BLUE LILY TURF
NASSELA PULCHRA	PURPLE NEEDLE GRASS
NEPETA MUSINII	CATMINT
NEPHROLEPSIS EXALTATA	SWORD FERN
NOLINA LINDHEIMERIANA	BASKET GRASS
PELARGONIUM SPP.	GERANIUM
PHORMIUM SPP.	NEW ZEALAND FLAX
SALVIA SPP.	SAGE
SENECIO SPP.	SENECIO
SESLERIA AUTUMNALIS	AUTUMN MOOR GRASS
SESLERIA CAERULEA	BLUE MOOR GRASS
SIDALCEA MALVEA FLORA	GROUNDCOVER MALLOW
SPHAERALCAEA PHILIPPIANA	GLOBE MALLOW
STIPA GIGANTIA	STIPA
STIPA TENUISIMA	STIPA
STRELITZIA REGINAE	BIRD-OF-PARADISE
THYMUS OFFICINALIS	THYME
THYMUS PRAECOX ARCTICUS	CREEPING THYME
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE
VINCA MAJOR	WATSONIA
ZANTEDESCHIA AETHIOPICA	COMMON CALLA
ZEPHRANTHES CANDIDA	FAIRY FLOWER
NOLINA LINDHEIMERIANA	BASKET GRASS
BIOFILTRATION PLANTS	
BROMUS CARINATUS	CALIFORNIA BROME
BUCHLOE DACTYLOIDES	BUFFALO GRASS
ELYMUS TRITICOIDES	CREEPING WILDRYE
FESTUCA RUBRA	MOLATE/RED FESCUE
HORDEUM BRACHYANTHERUM	MEADOW BARLEY
HORDEUM BRACHYANTHERUM SALT	MEADOW BARLEY SALT
JUNCUS SPP.	RUSHES
STIPA PULCHRA	PURPLE NEEDLE GRASS
VULPIA MYUROS V. HIRSUTA	ZORRO ANNUAL FESCUE

F. Acceptable Plant Materials (continued)

Botanic Name

Common Name

BARRANCA MITIGATION PLANTS

SALIX LASIOLEPIS  
JUGLANS CALIFORNICA  
BACCHARIS SALICIFOLIA  
ARTEMISIA VULGARIS  
PLATANUS RACEMOSA  
POPULUS FREMONTII  
ROSA CALIFORNICA

ARROYO WILLOW  
CALIFORNIA BLACK WALNUT  
MULEFAT  
MUGWORT  
WESTERN SYCAMORE  
FREMONT COTTONWOOD  
CALIFORNIA ROSE

## 24P. DEVELOPMENT CODE

### 24P.211 SIGN GUIDELINES

#### 24P.211 Sign Guidelines

##### 24P.211.1 Sign Design

The following design criteria shall be used in reviewing the design of individual signs. Conformance with each of the following design criteria shall be required before a sign permit or Building Permit can be approved.

A. Color. Colors on signs and structural members should be harmonious with one another and relate to the dominant colors of the buildings on the site. Contrasting colors may be utilized if the overall effect of the sign is still compatible with building colors.

B. Design and construction.

1. Except for banners, flags, temporary signs, and temporary window signs conforming with the requirements of this Chapter, each sign shall be constructed of permanent materials and shall be permanently attached to the ground, a building, or another structure by direct attachment to a rigid wall, frame, or structure.

2. Each permanent sign shall be designed by a professional (e.g., architect, building designer, landscape architect, interior designer, or others whose principal business is the design, manufacture, or sale of signs), or who are capable of producing professional results.

3. Each permanent sign shall be constructed by persons whose principal business is building construction or a related trade including sign manufacturing and installation, or others capable of producing professional results. The intent is to ensure public safety, achieve signs of careful construction, neat and readable copy, and durability, to reduce maintenance costs and prevent dilapidation.

C. Materials and structure.

1. Sign materials (including framing and supports) shall be representative of the type and scale of materials used on the site where the sign is located. Sign materials shall match those used on the buildings on the site and any other signs on the site.

2. No sign shall include reflective material.

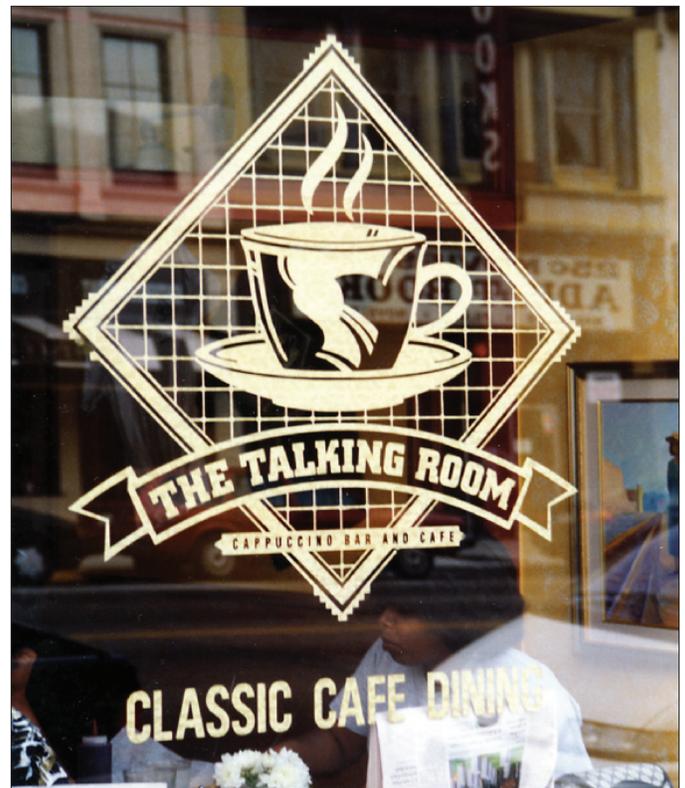
3. Materials for permanent signs shall be durable and capable of withstanding weathering over the life of the sign with reasonable maintenance.

4. The size of the structural members (e.g. columns, crossbeams, and braces) shall be proportional to the sign panel they are supporting.

5. The use of individual letters incorporated into the building design is encouraged, rather than a sign with background and framing other than the structure wall.

D. Street address. The review authority may require that a sign include the street address of the site, where it determines that public safety and emergency vehicle response would be more effectively served than if the street address were displayed solely on one or more buildings on the site.

E. Copy design guidelines. The City does not regulate the message content (copy) of signs; however, the following are principles of copy design and layout



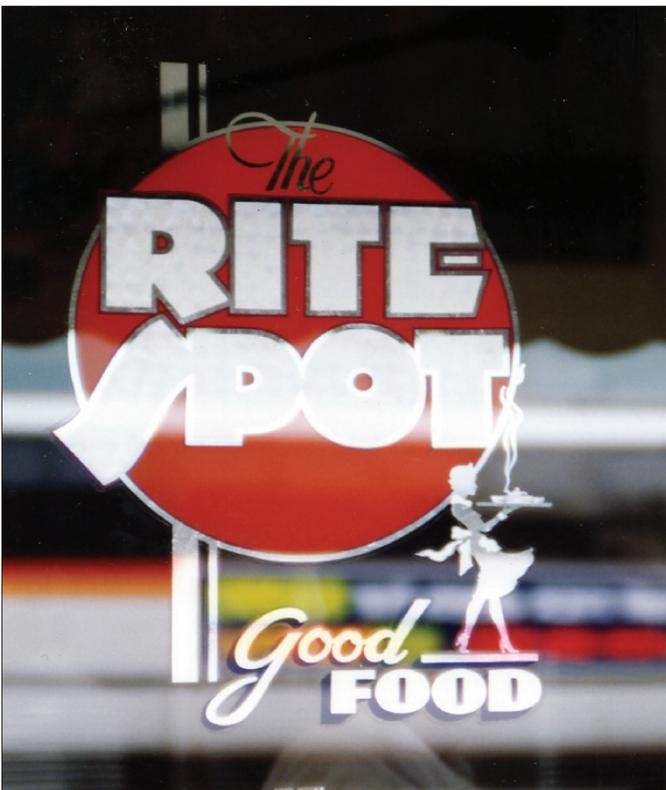
Window Sign

that can enhance the readability and attractiveness of signs. Copy design and layout consistent with these principles is encouraged, but not required.

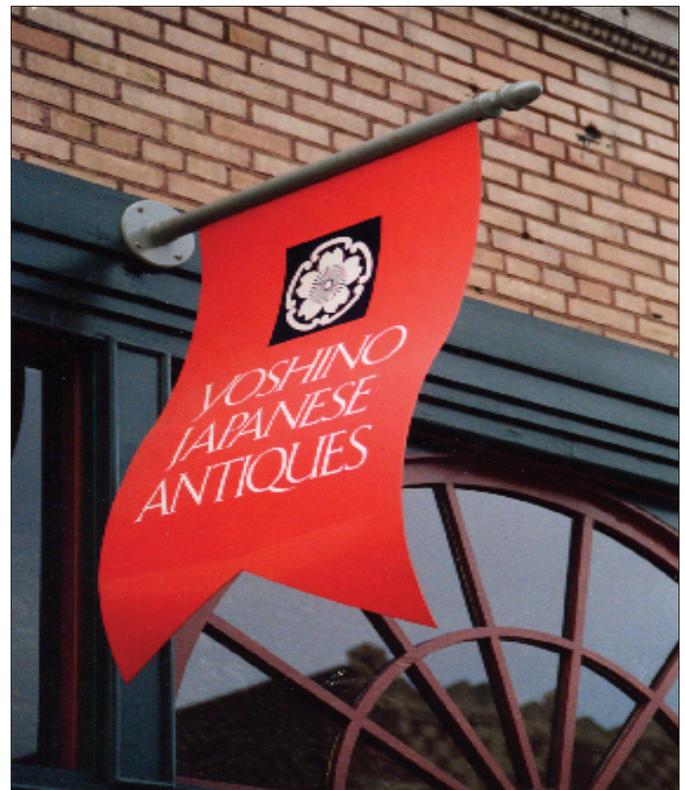
1. Sign copy should relate only to the name and/or nature of the business or Parking Plaza center.
2. Permanent signs that advertise continuous sales, special prices, or include phone numbers, etc. should be avoided.
3. Information should be conveyed briefly or by logo, symbol, or other graphic manner. The intent should be to increase the readability of the sign and thereby enhance the identity of the business.
4. The area of letters or symbols should not exceed 40 percent of the background area in commercial or 60 percent in residential districts.
5. Freestanding signs should contain the street address of the parcel or the range of addresses for a multi-tenant center.

F. Sign lighting. Sign lighting shall be designed to minimize light and glare on surrounding rights-of-way and properties.

1. External light sources shall be directed and shielded so that they do not produce glare off the site, on any object other than the sign.
2. Sign lighting shall not blink, flash, flutter, or change light intensity, brightness, or color.
3. Colored lights shall not be used at a location or in a manner so as to be confused or construed as traffic control devices.
4. Neither the direct nor reflected light from primary light sources shall create hazards for pedestrians or operators of motor vehicles.
5. For energy conservation, light sources shall be hard-wired fluorescent or compact fluorescent lamps, or other lighting technology that is of equal or greater energy efficiency. Incandescent lamps are prohibited.



Window Sign



Projecting Sign

## 24P. DEVELOPMENT CODE

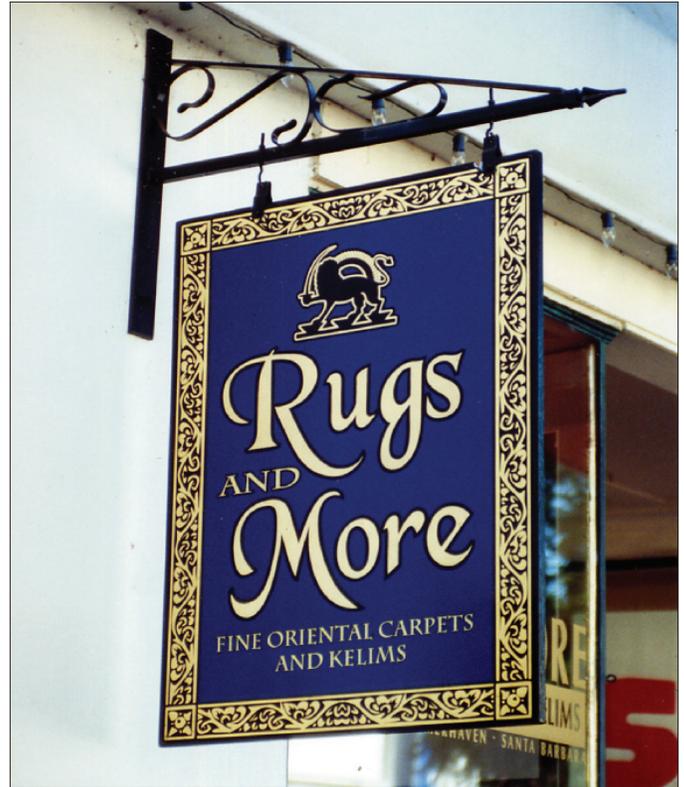
### 24P.211 SIGN GUIDELINES

#### 24P.211.2 Sign Maintenance

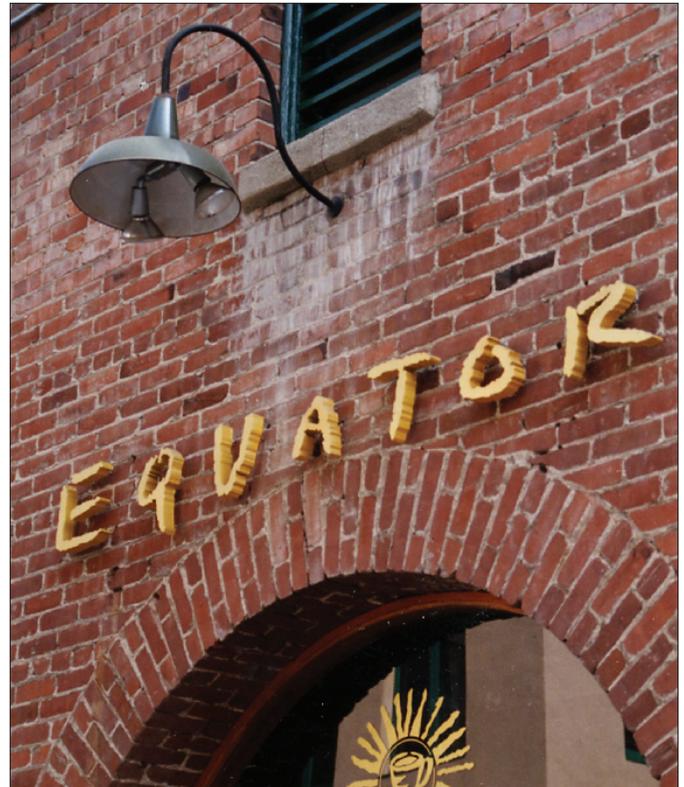
- A. Each sign and supporting hardware, including temporary signs and awning signs, shall be maintained in good repair and functioning properly at all times. Any damage to a sign or its illumination, including the failure of illumination shall be repaired within a maximum of 14 days from the date of damage or failure.
- B. A repair to a sign shall be of materials and design of equal or better quality as the original sign.
- C. A sign that is not properly maintained and is dilapidated shall be deemed a public nuisance, and may be abated in compliance with the City's Zoning Code.
- D. When an existing sign is removed or replaced, all brackets, poles, and other supports that are no longer required shall be removed.

#### 24P.211.2 Sign standards by Zone

Signs shall only be allowed within the Urban General Corridor Zone. Each sign shall comply with the restrictions provided in Tables 24P.6 and 24P.7.



Projecting Sign



Wall Mounted Sign

Table 24P.6  
Sign Standards: Multi Family

Allowed Sign Types	Maximum Sign Height	Maximum Number of Signs Allowed per Parcel	Maximum Sign Area Allowed per Parcel	Notes
Wall or freestanding	Wall signs: below edge of roof; Freestanding: 48 in.	1 of either allowed type per entrance or street frontage	12 sf each; 24 sf total all signs	

Table 24P.7  
Sign Standards: Non-Residential

Allowed Sign Types	Maximum Sign Height	Maximum Number of Signs	Maximum Sign Area	Notes
Awning	Shall be entirely on awning valence; lettering max 66% of valence height; valence height max 18 inches.	1 sign max per each separate awning valence.	50% of the area of the valence front.	
Projecting or Suspended	16 inches. Bottom of sign shall be no closer than 8 ft above sidewalk surface below.	1 sign allowed per business frontage with pedestrian entrance	6 sf No dimension greater than 3 ft	Sign shall be redwood sandblasted, hand carved, or architecturally designed equivalent.
Wall	2 ft below parapet or eave. Individual letters 18 inches;	1 sign allowed per business frontage with pedestrian entrance.	1 sf per lf of primary business frontage  Side street or rear entrance wall sign max 50% of the primary sign area.	Mounting 1-story: above 1st floor windows Mounting multi-story: between windows
Window - Permanent	Within window area	1 sign allowed per window	15% of total window area.	
Window - Temporary	Within window area	1 sign allowed per window (in addition to Permanent Window sign, if exists)	25% of total window area.	Allowed for display a maximum of 15 days at 1 time, up to 3 times in 12-month period.

## 24P. DEVELOPMENT CODE

### 24P.212 OTHER STANDARDS

#### 24P.212 Other Standards

##### 24P.212.1 Yard Standards

- A. Driveways/Walkways
  - 1. Enriched paving shall consist of colored concrete, pavers, or equal alternate at crosswalks and major road intersections.
  - 2. Entry drives and hardscape shall be constructed concurrent with residential construction.
  - 3. On an individual owner basis, residence driveways may contain natural colored concrete, stamped concrete, or patterns of various paving materials.
  - 4. Permeable paving, where financially practical and aesthetically and functionally feasible as determined by Developer, is preferred.
- B. Patio Covers. Patio covers that are either attached to or detached from a building are subject to the following standards:
  - 1. Location. Patio covers shall be located anywhere within the Parking Placement Diagram of the Urban Standards (Figures 24P.3, 24P.6, and 24P.9) of the applicable zone, subject to following:
    - a. Twelve (12) foot setback from the rear property line; as measured to the supporting post. Two (2) feet of cover overhand is permitted.
    - b. Five (5) foot from each side property line; as measured to the supporting post. Two (2) feet of cover overhand is permitted.
    - c. Patio Cover may not exceed one-half (1/2) of the lot width nor more than four hundred (400) square feet in area.
  - 2. Height. Patio covers shall not exceed fourteen (14) feet in height.
  - 3. Material. If associated with a Building Type requiring Design Review, the material and composition of patio covers shall be evaluated through the Design Review process.
- C. Walls and Fences: Walls and fences provide privacy, define outdoor spaces, screen service areas and mechanical equipment areas, and retain slopes. Landscaping is the preferred means of screening mechanical and service areas.
  - 1. General Design Criteria:
    - a. Garden walls and wood fences shall integrate with building design.
    - b. Buff or beige stucco (particularly for Mediterranean styles), brick, or stone (native or artificial) may be used for street- or public open space facing walls.
    - c. Landscape should be used to soften walls and fences.
  - 2. Street Frontage Walls and Fences:
    - a. Walls and fences running parallel to the front build-to line or setback shall be located a minimum of 10 feet behind the front of the building. The maximum height for such walls and fences shall be 6'-0".
    - b. Walls and fences running parallel to the side street build-to or setback line shall not exceed 6'-0" in height.
    - c. Retaining walls may be built to the Front and Side Street property line and shall not exceed 4 feet in height. Such walls shall integrate with the building design and consist of buff or beige stucco, brick, or stone.
    - d. Walls and fences may diverge from the approved Preliminary Landscape Plan, subject to prior approval by the Design Review Committee ("DRC").
  - 3. Side and Rear Yard Walls and Fences:
    - a. Side and rear yard fences shall not exceed 6'-0" in height except as otherwise specified in this Section 24P.212.1.
    - b. Walls and Fences shall be wood with alternating members ("good neighbor fencing"); stone (native or artificial); brick; or stucco is also permitted.
  - 4. Side Yard Walls along Blackburn Road:
    - a. Side yard walls shall not exceed 6'-0" in height, but may be 8'-0" or higher in height along Blackburn Road as necessary for noise mitigation as determined by an independent acoustical consultant and/or the Public Work Director.
    - b. Walls and fences running parallel to the front build-to line or setback shall be located a minimum of 20 feet behind the front of the building.
    - c. Walls may be stone (native or artificial); brick; concrete masonry; stucco is also permitted.
    - d. Walls shall be integral to the design of the primary structure and detached garage (where occurs).

5. Courtyard Housing Front Yard and Side Yard Walls:
  - a. Walls shall not exceed 8'-0" in height.
  - b. Walls shall be permitted only between buildings and at the top of exterior stairways that connect the podium Courtyard level to the street level and only if walls are required for sound attenuation purposes.
  - c. Walls shall be of the same materials as the adjacent buildings and shall be integral to the design of the adjacent buildings.
  - d. Gates and doors shall be built of solid wood and be of appropriate scale and detail.
  - e. Walls shall be permitted only if they are required for noise attenuation purposes.

### 24P.212.2 Parking Design and Development Standards

#### A. Parking space dimensions.

1. Shared garages and parking lot stalls shall be designed with the following minimum dimensions (Table 24P.8):

Table 24P.8  
Shared Garage Parking Stall Design

Angle of Parking	Length of Parking Stall	Width of Parking Stall	Aisle Width
60° or less (one-way)	20 ft	9 ft	18 ft
90° (two-way)	20 ft	9 ft	24 ft

2. Single family residential (Carriage House, Single Family House, Duplex, Triplex, Quadplex, Bungalow Court, Rowhouse) stalls shall be 9' x 20'.

#### B. Access to parking.

1. Parking, including parking garages, shall be accessed from alley or secondary frontage when possible. The driveway of a parking area or garage on a frontage street shall not exceed two lanes in width.

#### C. Landscaping. Parking areas shall be landscaped in compliance with the following requirements:

1. Amount. Each use shall provide landscaping within and/or around the parking area at a minimum ratio of 10 percent of the gross area of the

parking lot. A minimum of one shade tree shall be provided for each five parking spaces or trees of sufficient number and size to achieve 50% canopy coverage of paved area at maturity, whichever is greater.

2. Location. Landscaping shall be dispersed throughout each parking area to provide shade and soften the appearance of hardscape. Orchard-style planting (placement of trees in uniformly-spaced rows) is encouraged for larger parking areas.
3. Irrigation. Where reasonable, irrigation shall be automatic and hidden from view.
4. Variety selection. Plants and trees shall provide shade, soften hardscape and be of types which minimize damage or injury to persons and property including vehicles.

#### D. Parking Lot Lighting. Lighting shall comply with the following requirements:

1. Outdoor light fixtures shall be limited to a maximum height of 15 feet or the height of the nearest building, whichever is less, except where higher fixtures are not obtrusive and reduce light proliferation/pollution.
2. Lighting shall be shielded or recessed so that:
  - a. The light source (i.e., bulb, etc.) is not visible from off the site; and
  - b. Glare and reflections are confined to the maximum extent feasible within the boundaries of the site. Each light fixture shall be directed downward and away from adjoining properties and public rights-of-way.
3. No lighting on private property shall produce an illumination level greater than one foot candle permitted by the City for residential units on any property within a residential zoning district (and shall only illuminate the property with the light source).
4. Energy-saving fixtures and light bulbs are encouraged.

#### E. Surfacing, Striping and Identification. For parking areas, a key goal is to reduce the amount of run-off surface area. To the extent permissible under City

## 24P. DEVELOPMENT CODE

### 24P.212 OTHER STANDARDS

ordinances and standards and other agency requirements, as financially practical and aesthetically and functionally feasible as determined by Developer, permeable surfaces for parking and maneuvering areas are encouraged and may be installed. Acceptable permeable surfaces include:

- Pervious concrete;
- Pervious pavers (products such as Unipaver, Eco-stone and SF Rima or an approved equivalent);
- Other permeable surfaces as may be approved by the Planning Director.

- F. **Alley Back-up Area:** A minimum 25' deep, as measured from garage to opposing property line, back-up area shall be provided for each alley accessed garage (Figures 24P.29 and 24P.30). Garden walls, plantings, and structures shall not encroach into the back-up area.

For further garage location requirements, please refer to Article 24P.206 (Building Types) of this Specific Plan.

- G. **Parking Signage:** Signs describing parking limitations are allowed.

### 24P.212.3 Bonus Rooms

The procedural requirements and standards identified below pertain to Bonus Rooms. A Bonus Room is an occupiable space located on top of a detached garage. Bonus Rooms are permitted only on 35' x 92' lots.

- A. **Permit Requirement.** Bonus Rooms may be allowed only upon approval of a Director's Permit application. The procedural requirements for obtaining a Director's Permit are contained within Zoning Regulations Chapter 24.505.
- B. **Location.** Bonus Rooms shall be permitted within the Neighborhood General and Neighborhood Edge Zones and shall be located per Figure 24P.27 (Unit Location, Type, Size, and Distribution).
- C. **Standards.** Bonus Rooms shall conform to the Carriage House standards (Article 24P.206.4) with the following exceptions:

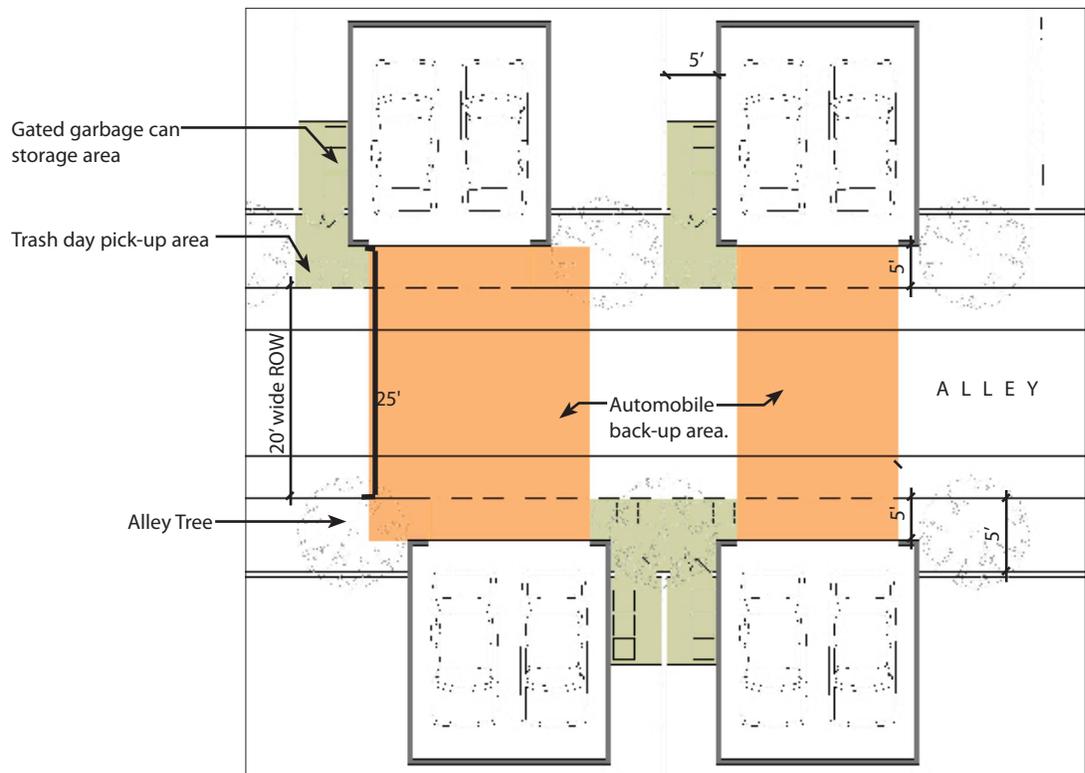


Figure 24P.29: Diagram of Alley behind Single Family Houses showing trash locations and automobile back-up areas

1. Bonus Rooms are permitted only on 35' x 92' lots.
2. Bonus Rooms shall be one contiguous room and may provide one full bathroom.
3. Kitchens are not permitted.
4. Bonus Rooms shall be of the same ownership as the primary house and may not be rented or sub-let.

### 24P.212.3 Street Furniture Guidelines

All proposed landscape furniture such as benches, trash and recycling receptacles, play equipment, and bike racks shall be consistent with the following criteria:

- A. Integrate with development design and highlight architectural styling.
- B. Furniture shall be of substantial materials, preferably metal or recycled wood. Material shall be appropriate for the area of use. Materials shall be of durability such to deter vandalism, carving, or markings on and reduce maintenance.

#### C. Benches:

1. Provide seating in public open space.
2. Benches shall be 6-feet in length and have a back and arms in a style that is keeping with the surrounding elements.
3. All benches shall be permanently mounted.
4. Bench framing shall be metal with powder-coating finish in a black color.
5. Bench seating surface shall be slat or rod with finish coating in either a color to match frame or a faux-wood finish approved to be in keeping with the overall appearance of the surrounding area.

#### D. Trash and Recycling Receptacles:

1. Public trash and recycling receptacles are recommended to control litter and encourage recycling in parks and other public open space areas.
2. Trash and recycling receptacles shall be permanently mounted.
3. Trash and recycling receptacles shall be metal with powder-coating finish in a black color.
4. All trash and recycling receptacles shall integrate in style with benches selected for use in the same area.



Figure 24P.30: Diagram of Alley behind Duplex, Triplex, Quadplex, or Rowhouse showing trash locations and automobile back-up areas.

## 24P. DEVELOPMENT CODE

### 24P.212 OTHER STANDARDS

#### E. Play Equipment:

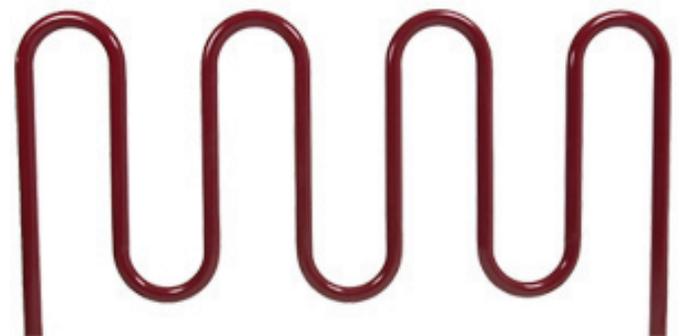
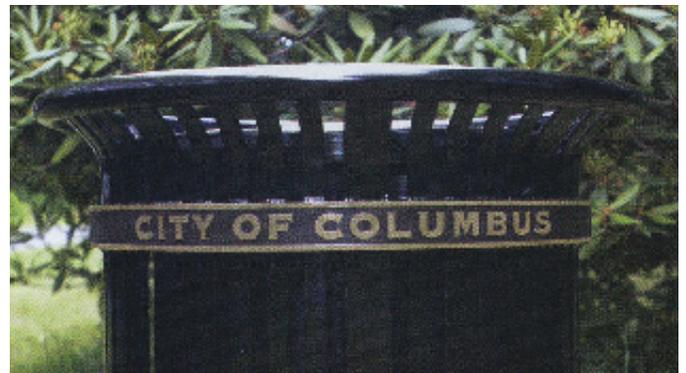
1. All play equipment and components shall be IPEMA certified. The use and layout of the components shall conform to the requirements of ASTM F1487.
2. All play equipment and surfacing shall conform to the A.D.A. Accessibility Guidelines.
3. Protective surfacing shall be used with play equipment that has a critical height value of at least the height of the highest accessible part/fall height of the adjacent equipment. (reference: Consumer Product Safety Commission Guidelines, Section 10: Surfacing.)

#### F. Bike racks:

1. Encourage bicycles as a primary alternate mode of transportation.
2. Disperse bike racks throughout Parklands' parks, recreation, assembly facilities and convenience retail for convenience, safety and security.
3. Bike racks shall be permanently mounted.
4. Bike racks shall be two-sided in use to accommodate more bikes in a smaller area.
5. Bike racks shall be metal with powder-coating finish in a black color.

#### G. Drinking fountains:

1. Drinking fountains shall be provided in public open space.
2. Drinking fountains shall be metal with powder-coating finish in a black color.
3. Where appropriate, it is recommended that drinking fountains be installed with secondary dog-accessible fountain.
4. Drinking fountains shall be maintained for water supply and flow and for cleanliness.



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## 24P. DEVELOPMENT CODE

### 24P.214 ADMINISTRATION

#### 24P.214 Administration

- A. Authority for the Development Code. The Parklands Specific Plan No. 6 Development Code ("Code") set out in this Specific Plan No. 6 is enacted based on the authority vested in the City of San Buenaventura by the State of California, including but not limited to: the State Constitution.
- B. Responsibility for Administration. This Code shall be administered by the Community Development Director, ("Director") and the other decision-making authorities identified in this Code. All findings, approvals, determinations and discretionary judgments, including those delegated to subordinates pursuant to this Code by the Director, his or her successors or designees, shall be carried out in a manner consistent with the purposes of this Code, the City Zoning Ordinance, the City General Plan, and the orderly development of the City.
- C. Applicability of the Development Code. This Code applies to all land uses, subdivisions, and development within the Parklands Specific Plan area, as follows.
1. New land uses or structures and/or changes to land uses or structures. It shall be unlawful, and a violation of this Code for any person to establish, construct, reconstruct, enlarge, alter, or replace any use of land or structure, except in compliance with the requirements listed below, including those relating to nonconforming uses, structures, and parcels. No Building Permit or Grading Permit shall be issued by the City unless the proposed construction complies with all applicable provisions of this Code.
  2. Subdivisions. Any subdivision of land proposed within the City after the effective date of this Code shall enable development of structures thereon consistent with evaluation standards relating to Urban Standards and Building Types, including, the Street Network Plan (Fig. 4.3) and the Regulating Plan (Fig. 24P.1). A subdivision application shall contain, to the Director's satisfaction, sufficient plans and information to demonstrate that existing and/or future development of newly created lots shall feasibly conform to the Code.
  3. Relationship to Municipal Code and Zoning Ordinance.
    - a. Municipal Code Provisions. This Code is a subpart of the Zoning Ordinance contained in the San Buenaventura Municipal Code. As is the case with other provisions of the Zoning Ordinance, the San Buenaventura Municipal Code shall continue to apply within the Parklands Specific Plan area except as expressly provided to the contrary in the Parklands Code. In any instance where there is no conflict between a requirement of this Code and other provisions of the Municipal Code, for example, when a regulatory subject is addressed elsewhere in the Municipal Code but not in this Code, e.g. the home occupation requirements set forth in Chapter 24.125 of the Municipal Code, or the sign regulations set forth in Chapter 24.420 of the Municipal Code, the Municipal Code provision shall, apply.
    - b. Zoning Ordinance Provisions. This Code is a sub-part of the City Zoning Ordinance. If a conflict occurs between a requirement or other provision of this Code and a requirement or other provision of the Zoning Ordinance, such provision and this Code shall control. In any instance where there is a conflict between a requirement within this Code and a requirement within other provisions of the Zoning Ordinance because the development-related subject is addressed in the Zoning Ordinance but not in this Code, the Zoning Ordinance provision shall apply.
  4. Minimum and exclusive standards. The requirements of this Code regarding site development, massing, materials, construction methods, forms and colors are mandatory; standards that do not meet these requirements are not acceptable. The requirements of this Code are minimum standards for the promotion of the public health, safety, and general welfare; they may be made more restrictive by the Director through Use Permit or subdivision processing review.
  5. Conflicting Requirements
    - a. Development Code provisions. In the event of any conflict within the requirements of this Parklands Specific Plan Development Code, the provisions of Article 24P.202.5 (1-1/2 Story Overlay Zone), Article 24P.206 (Building Types) and Article 24P.204 (Frontage Types) shall control over Article 24P.202 (Urban Standards) and Article 24P.200 (Land Use Regulations).
    - b. Development Code and Uniform Building Code. If a conflict occurs between a provision of the Uniform Building Code and a requirement of this Code, the Building Code shall control.

- c. Private Agreements. This Code applies to all land uses and development regardless of whether it imposes a greater or lesser restriction on the development or use of structures or land than a private agreement or restriction (for example, CC&Rs), without affecting the applicability of any agreement or restriction.
6. State, County, Local Agency, and School District sites and facilities. The requirements of this Code shall apply to all sites and facilities of any school district or other local agency to the maximum extent allowed by law.
  7. Other requirements may apply. Nothing in this Code eliminates the need for obtaining any other permits required by the City, or any permit, approval or entitlement required by any other applicable special district or agency, and/or the regulations of any State or Federal agency.
- D. Approval Requirements. Each structure and land use shall be established, constructed, reconstructed, enlarged, altered, moved or replaced in compliance with the following requirements:
1. Allowable use or function. The land use or function must be allowed by the Urban Standards in the zone where the site is located. Adult-oriented uses (i.e., Zoning Regulations Chapter 24.492) are prohibited within the Plan area.
  2. Permit and approval requirements. Except as otherwise provided for in this Specific Plan No. 6, any and all planning permits or other approvals required by this Code shall be obtained before the issuance of any required grading, building, or other construction permit, and before the proposed use is constructed, otherwise established or put into operation.
  3. Development standards, conditions of approval. Each land use and structure shall comply with any applicable conditions imposed by a previously granted planning permit and with the development standards in Article 24P.202 (Urban Standards) and Article 24P.206 (Building Types).
  4. Legal parcel. The site of a proposed development or new land use must be a parcel that was legally created or certified in compliance with the Subdivision Map Act and the City's Zoning Ordinance.
  5. Design review. Major Design Review, according to the procedural requirements of Zoning Regulations Chapter 24.545, shall be required for all original construction under this plan. Subsequent redevelopment activities shall not require major design review except for any proposed second-story addition to an existing single-story house.
  6. Use permit. A land use identified by Article 24P.200 (Land Use Regulations) as a "UP" (Use Permit) use, shall require a Use Permit. Zoning Regulations Chapter 24.520 (Use Permit Procedure) specifies the Use Permit processing procedure.
  7. Director's Permit. Uses or activities or material revisions thereof under this Code require Director's Permit approval and shall be processed according to the requirements of Zoning Regulations Chapter 24.505 (Director's Permit Procedure).
  8. Access and open space review. Prior to issuance of building permits, site plans and floor plans shall be reviewed by the Director to determine that building type access and open space requirements will be met.
  9. Consumer recycling collection. Notwithstanding any provision of this Code to the contrary, consumer recycling collection facilities are permitted in any zone and shall be located where they do not occupy or displace required parking spaces or required landscaped areas. No more than six collection bins, containers, or reverse vending machines, not to exceed a total of 200 square feet in area, shall be located on any one site.
  10. Other review procedures. Procedural requirements of the Zoning Regulations shall also apply within the plan area, including but not limited to, the following:
    - a. Development Agreement Procedure (24.550)
    - b. Specific Plan Procedure (24.555)
    - c. Notice and Hearing Requirements (24.560)
    - d. Appeal Procedure (24.565)
    - e. Permit Amendment, Revocation and Reevaluation Procedure (24.570)
    - f. Enforcement Procedure (24.580)
    - g. Subdivision Regulations (Municipal Code Divi-

## 24P. DEVELOPMENT CODE

### 24P.214 ADMINISTRATION

sion 26)

E. Variances: Warrants and Exceptions. There shall be two levels of deviation or variances from the evaluation standards of this Specific Plan: Warrants and Exceptions.

1. Type. Variances are divided into two categories based on their evaluation standards and, consequently, the ability of those standards to further the goals, policies and programs of this Specific Plan. Mere economic or financial hardship alone is not sufficient justification for granting either a Warrant or Exception.

a. Warrant.

i. A Warrant is a deviation that would permit development performance standards that is not consistent with a specific provision of this Specific Plan, but is justified by its ability to fulfill the intent of this Specific Plan without compromising its goals, policies and programs.

ii. Any development performance standard with the notation “[W]” indicates a mandatory requirement unless Warrant approval is obtained.

iii. Any of the following Urban Standards are mandatory requirements unless approval of a Warrant is obtained:

(a) Building Placement – Architectural Encroachments

(b) Building Profile and Frontage – Height

(c) Building Type - Minimum Lot Width by no more than a 10-foot reduction and where all requirements of Article 24H.206 (Building Types), exclusive of those measures designated [DR], are met.

iv. Warrants are subject to Director review and action in a public Administrative hearing.

v. Warrants are discouraged but are permissible when they fulfill the plan’s goals, policies and actions.

b. Exceptions

i. An Exception is a deviation that would permit development performance standards that is not consistent with a specific provision of this Specific Plan that is critical to the furtherance of its goals, policies and actions

ii. Any development performance standard with the notation “[E]” indicates a mandatory requirement unless Exception approval is obtained.

iii. Any of the following Urban Standards are mandatory requirements unless approval of an Exception is obtained:

(a) Building Placement – Primary Buildings

(b) Building Placement – Accessory Buildings as it relates to Accessory Buildings only.

(c) Parking - Parking and Services Placement

(d) Parking - Parking Requirements

iv. Exceptions are subject to Planning Commission review and action, at a public hearing.

v. Exceptions are strongly discouraged since they severely compromise the ability to fulfill the plan’s goals, policies and programs.

c. Design Review

i. Any building type evaluation standard that, regardless of the use of terms such as “should” and “shall,” is followed by the notation “[DR]” indicates a permissive requirement that is subject to Design Review. No Warrant or Exception shall be required.

2. Limitations. The following evaluation standards shall not be eligible for Warrants or Exceptions:

a. Building Type - Minimum Lot Width reduction of more than 10-feet and where all requirements of Article 24P.206 (Building Types), exclusive of those measures designated [DR] are not met.

b. All Development Code standards relating to Carriage Houses.

- c. Land use or activity on a particular site which is not otherwise allowed.
  - d. Home Occupations.
3. Submittal Requirements. Each Warrant or Exception application shall include, at a minimum, the following;
- a. A statement of the evaluation standard or standards that are the subject of the proposed Warrant or Exception;
  - b. A textual description of the manner in which the applicant proposes to deviate from such evaluation standard or standards;
  - c. Plans, drawn to scale, showing the nature, location, dimensions, and elevation of the structure, area, or part thereof that is the subject of the proposed Warrant or Exception, including a depiction of its relationship to the surrounding context;
  - d. A justification for the proposed Warrant or Exception in light of the requirements set forth above; and
  - e. Such other information as may be required by the Director, DRC, Commission or Council.
4. Processing. Both Warrants and Exceptions shall be reviewed and acted upon in accordance with the procedural requirements of Zoning Regulation Sections 24.535.150 through 24.535.230.
5. Findings. In order to approve a Warrant or Exception, the review authority must make findings as follows:
- a. Warrants
    - i. The Warrant, while not consistent with a specific provision of this Code, is justified by its intent or by hardship.
    - ii. The Warrant would result in development compatible with the scale and character of existing development in the vicinity.
    - iii. The Warrant would result in development that is not detrimental to or that would adversely impact adjacent properties.
  - iv. The warrant is consistent with the General Plan or any applicable Community Plan.
- b. Exceptions
    - i. A parcel with physical characteristics so unusual that complying with the evaluation standard would create an exceptional hardship to the applicant or the surrounding property owners.
    - ii. The characteristics must be unique to the property and not be shared by adjacent parcels.
    - iii. The unique characteristic must pertain to the land itself, not to the existing or proposed structure, its inhabitants, or the property owners.
    - iv. The warrant is consistent with the General Plan or any applicable Community Plan.
6. Conditions of approval. In approving a Warrant or Exception, the review authority:
- a. May impose reasonable conditions to ensure that the approval complies with the findings required above.

Table 24P.9. Summary of Approval Requirements

Type of Decision	Development Code Reference (Municipal Code)	Role of Review Authority <sup>1</sup>			
		Director	DR	PC	City Council
Planning Permit/Development Approval					
Warrant (W)	Article 24P.214.E	D		A	A
Exception (E)	Article 24P.214.E	R		D	A

Notes:

1. "R" means that the Review Authority makes a Recommendation to a higher-level Review Authority, which can also be a decision-making body; "D" means that the Review Authority makes the final Decision on the matter; "A" (i.e., Appeal) means that the Review Authority may consider and decide upon the Decision of an earlier Review Authority/decision-making body, in compliance with Chapter 17.84 (Appeals) of the Municipal Code. See Review Authorities Defined, below.

Review Authorities Defined:

Director=Community Development Director

DR=Design Review Committee

PC=Planning Commission

## 24P. DEVELOPMENT CODE

### 24P.214 ADMINISTRATION

- F. Exemptions from Planning Permit Requirements. The planning permit requirements of this Code do not apply to the structures, land uses, and activities identified by this Article. These are allowed in all planning areas subject to compliance with this Article.
1. General requirements for exemption. The land uses, structures, and activities identified by Subsection 2. below are exempt from the planning permit requirements of this Development Code only when:
    - a. The new use, activity or structure associated with the Carriage House, Single Family House, Duplex, Triplex, Quadplex, Bungalow Court, Rowhouse, Live/Work, or Courtyard Housing is in compliance with the setback requirements, height limits, and all other applicable standards of Article 24P.202 (Urban Standards), Article 24P.206 (Building Type), and, where applicable, those relating to Nonconformity Regulations; and
    - b. Any permit or approval required by City regulations other than this Code is obtained (for example, a Building Permit).
  2. Exempt activities and land uses. The following are exempt from the land use permit requirements of this Code when in compliance with Subsection A above.
    - a. Decks, paths and driveways. Decks, platforms, on-site paths, and driveways that are not required to have a Building Permit or Grading Permit.
    - b. Fences and walls in compliance with height and location requirements in the T3.1 Neighborhood Edge, T3.2 Neighborhood General, and T4.6 Urban General Corridor zones.
    - c. Interior remodeling. Interior alterations that do not increase the gross floor area of the structure, or change the permitted use of the structure.
    - d. Repairs and maintenance.
      - i. Single family dwellings. Ordinary non-structural repairs to, and maintenance of, single family dwellings.
      - ii. Multi-family, and non-residential structures. Ordinary non-structural repairs to, and maintenance of, multi-family residential and non-residential structures, if:
        - (a) The work does not change the approved land use of the site or structure, or add to, enlarge or expand the land use and/or structure; and
        - (b) Any exterior repairs use the same materials and design as the original construction.
    - e. Small, portable residential accessory structures. A single portable structure of 120 square feet or less per lot or unit, including pre-manufactured storage sheds and other small structures in T3.1 Neighborhood Edge, T3.2 Neighborhood General, or T4.6 Urban General Corridor zones that are exempt from Building Permit requirements in compliance with the Municipal Code and the Uniform Building Code. Additional structures may be approved in compliance with Article 24P.202 (Urban Standards), where allowed in the applicable Zoning District.
    - f. Spas, hot tubs, and fish ponds. Portable spas, hot tubs, pre-constructed fish ponds, and similar equipment and structures that do not: exceed 120 square feet in total area, including related equipment, contain more than 2,000 gallons of water or exceed three feet in depth.
    - g. Utilities. The erection, construction, alteration, or maintenance by a public utility or public agency of utilities intended to service existing or nearby approved developments shall be permitted in any zoning district. These include: water; gas; electric; supply or disposal systems; including wires, mains, drains, sewers, pipes, conduits, cables, fire-alarm boxes, police call boxes, traffic signals, synchronization equipment, hydrants, etc., but not including new transmission lines and structures. Satellite and wireless communications antennas are not exempt, and are instead subject to Article 24P.202 (Urban Standards) and Zoning Regulations Chapter 24.497 (Telecommunications Facilities).
    - h. Open Storage in the rear yard of any development property in the Specific Plan area. Open storage in the front yard is prohibited.
- G. Rules of Interpretation
1. Authority. The Director has the authority to interpret any provision of this Code. Whenever the Director

determines that the meaning or applicability of any Code requirement is subject to interpretation, the Director shall issue an official interpretation and notify the applicant forthwith.

2. Rules of interpretation.

- a. Language. When used in this Code, the words “shall,” “must,” “will,” “is to,” “may be” and “are to” are always mandatory. “Should” is not mandatory but is strongly recommended; and “may” is permissive. The present tense includes the past and future tenses; and the future tense includes the present. The singular number includes the plural number, and the plural the singular, unless the natural construction of the word indicates otherwise. The words “includes” and “including” shall mean “including but not limited to . . .”
- b. Time limits. Whenever a number of days is specified in this Code, in any permit, condition of approval or notice provided in compliance with this Code, the number of days shall be construed as calendar days. A time limit shall extend to 5:00 p.m. on the following working day when the last of the specified number of days falls on a weekend or holiday.
- c. State law requirements. Where this Code references applicable provisions of State law (for example, the California Government Code, Subdivision Map Act, or Public Resources Code), the reference shall be construed to be the applicable State law provisions as they may be amended from time to time.
- d. Corner Lots. The Director shall have the authority, when reviewing an application concerning a corner lot, to determine the Primary Street Setback and Side Street Setback for Rowhouse developments that are comprised of multiple units on one parcel (i.e super pad) in lieu of one Rowhouse unit per parcel.

3. Procedure for interpretations. Whenever the Director determines that the meaning or applicability of any requirement of this Code is subject to interpretation generally or as applied to a specific case, the Director shall issue an official interpretation.

- a. Findings, basis for interpretation. The issuance of an interpretation shall include findings stating the basis for the interpretation. The basis for an interpretation may include technological changes

or new industry standards. The issuance of an interpretation shall also include a finding documenting the consistency of the interpretation with the City General Plan and Zoning Ordinance.

b. Record of interpretations. Official interpretations shall be:

- i. Written, and shall quote the provisions of this Code being interpreted, and the applicability in the specific or general circumstances that caused the need for interpretations, and the determination; and
- ii. Distributed to the Council, Commission, Director, City Manager, City Attorney, City Clerk, and Department staff.

Any provision of this Code that is determined by the Director to need refinement or revision will be corrected by amending this Code as soon as is practical. Until an amendment can occur, the Director will maintain a complete record of all official interpretations of this Code, and indexed by the number of the Article or Article that is the subject of the interpretation maintained at the Community Development Department.

## 24P. DEVELOPMENT CODE

### 24P.216 GLOSSARY

#### 24P.216 Glossary

The following General and Land Use Definitions are of terms and intentions as they are used in this Specific Plan No. 6 only for the purposes of remaining consistent with the Traditional Neighborhood Development objectives of this Plan.

##### GENERAL DEFINITIONS

**Accessory Building:** a building located on the same lot and customarily incidental and subordinate to the Primary Building on the lot or to the use of land. Where an accessory structure is attached to the Primary Building, as by a roof or common wall, such structures shall be considered a portion of the Primary Building. Typically accessory structures are intended for a variety of uses such as vehicular parking, storage of lawn and garden equipment, storage of household items, play house and green house. Accessory structures may include habitable area such as a home office, recreation room, guesthouse, and sleeping room(s).

**Affordable Housing:** a residential unit that is restricted to occupancy by an income eligible household as defined by a local, State or Federal Program, as may be amended from time to time.

**Allée:** a regularly spaced and aligned row of trees usually planted along a thoroughfare or pedestrian path. Allées often end in a terminal feature, such as a building or park.

**Alley:** a public way permanently reserved as a means of access to abutting property.

**Approximately:** flexible dimension sensitive to proportion.

**Attic:** the space between the ceiling joists and roof rafters of a structure. An attic may be accessible by a staircase or other means and may also be finished into rooms.

**Bicycle Path:** a dedicated area, paved in a variety of materials (e.g., asphalt to decomposed granite) that is non-traversable by standard size and powered vehicles and is often shared with pedestrians.

**Bicycle Route:** A thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds.

**Block:** the aggregate of private lots, passages, rear lanes and alleys, circumscribed by thoroughfares.

**Build-to Line, Street:** Building setback distance varying by zone designation that is measured from the property line

abutting a street at which point a building must be placed. For corner lot scenarios, the Director shall have the authority to determine the applicability of a Street Build-to Line and/or Side Street Build-to Line.

**Build-to Line, Side Street:** Building setback distance applying to corner lots that varies by zone designation and that is measured from the property line abutting a street at which point a building must be placed. The Director shall have the authority to determine the applicability of a Street Build-to Line and/or Side Street Build-to Line.

**Building Frontage:** those lot lines that coincide with a public Frontage Line. One shall be designated as the Principal Frontage Line. Facades along Frontage Lines define the public realm and are therefore more highly regulated than the elevations that coincide with other lot lines.

**Building Height:** the vertical extent of a building is measured from the adjacent grade to roof ridge or top of parapet, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, and similar structures.

**Building Placement:** the maximum envelope available for placing a building on a lot.

**Building Type:** the structure defined by the combination of configuration, disposition and function, including frontage and height but specifically defined by Section 24P.206.

**Bungalow Court:** Four or more detached houses arranged around a shared courtyard, with pedestrian access to the building entrances from the courtyard and/or fronting street.

**Carriage House:** an apartment not greater than 500 square feet sharing ownership with a principal building. An accessory dwelling may or may not be within an outbuilding. Separate water services and meters are required for all Carriage Houses and residential Second Units.

**Civic:** the term defining not-for-profit organizations dedicated to arts, culture, education, government, transit and municipal parking facilities.

**Civic Building:** a building or a portion of a building owned or leased by a public agency or non-profit organization for the primary purpose of providing a service to the general public dedicated to arts, culture, education, recreation, government, transit and municipal/public parking.

**Civic Space:** an outdoor area dedicated for public use. Civic Spaces are defined by a combination of physical elements that define the relationship between their intended use, size, landscaping and/or enfronting buildings.

**Commercial:** a term defining workplace, office and retail use collectively. Sometimes referred to in this Plan as 'Non-Residential' and 'Convenience Retail'.

**Court:** a private exterior space partially surrounded by a building and also opening to a Thoroughfare. It is often used as a vehicular entrance or drop-off, and its landscape may be enhanced with paving.

**Courtyard Housing Dwelling Units:** a building that occupies the boundaries of its lot while internally defining one or more private patios. This Building Type is able to shield the private realm from all sides while strongly defining the public realm. In addition to the residential uses, it is recommended for workshops, lodging and schools because of its ability to accommodate incompatible activities, masking them from all sides. This building type affords high security because of its continuous enclosure characteristics.

**Curb:** the edge of the vehicular pavement detailed as a raised curb or a swale. The Curb usually incorporates the drainage system.

**Curb Radius:** the curved edge of a Thoroughfare at an intersection, measured at the inside edge of vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. Control of the Curb Radius is an important variable in the fostering of a pedestrian-friendly environment.

**Development Agreement:** An agreement between Developer and the City enforceable pursuant to California State Government Code Sections 65864 - 65869.5 authorizing development agreements and containing covenants and standards of performance of the provisions of this Specific Plan No. 6, which, if in conflict herewith, shall supersede the terms of this Specific Plan No. 6.

**Director:** the Community Development Director of the City of Ventura, or his or her designee.

**Dooryard:** a yard between the street and a building, raised at least 18 inches above the grade of the sidewalk adjacent, or bounded by a garden wall, between 18 inches and 36 inches in height built on the frontage line(s). This architectural feature can effectively buffer residential quarters from the sidewalk,

while removing the private yard from public encroachment. The terrace is also suitable for restaurants and cafes as the eye of the sitter is level with that of the standing passerby.

**Driveway:** a vehicular lane within a lot, usually leading to a garage. A Driveway may be used for parking, providing that it is no more than 18 feet wide and at least 20 feet in depth.

**Duplex:** a residential building containing two dwelling units. Each unit is individually accessed from the street.

**Elevation (Building):** the exterior walls of a building not along a Primary Street Setback Line or Side Street Setback Line. Also referred to as 'Facade' when the elevation is along a frontage line.

**Enfront:** the placement of an element along a frontage line, as in "arches enfront the street."

**Facade:** the exterior wall of a building that is set along a Primary Street Setback Line or Side Street Setback Line. Facades support the public realm and are subject to frontage requirements additional to those required of elevations. Also referred to as 'Elevation' when the facade is not along a Primary Street Setback Line or Side Street Setback Line .

**Flex Unit:** a dwelling unit that contains, to a varying but limited extent, a commercial component. A Live-Work Unit is a fee-simple unit on a lot with the Parking Plaza component limited to the ground level.

**Forced Podium Hardscape:** a built condition which can occur when the "podium" created by the protruding concrete roof of a garage is minimally landscaped and not provided with other design elements - such as seating areas, fountains and gardens - to soften an otherwise featureless concrete appearance and provide areas within the courtyard that are attractive to, and usable by residents and their visitors for active and passive pursuits.

**Free Flow:** a Thoroughfare which has dedicated, striped lanes of travel and tends to be a more highly traveled thoroughfare.

**Frontage Line:** The property lines of a lot fronting a street or other public way, or a park, green or paseo.

**Frontage Type:** Site and/or building design feature that interfaces between public (or semi-public) and private spaces. The interface occurs physically according to horizontal and vertical parameters with a principal purpose of identifying and mediating access to a building entry point. Design instruc-

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tion and diagrammatic examples of permitted Frontage Types are provided in Article 24P.204 of this Specific Plan.

General Plan: The 2005 Ventura General Plan.

Live-Work: An integrated housing unit and working space, occupied and utilized by a single household in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity, and which includes:

1. Complete kitchen space and sanitary facilities in compliance with the Building Code; and
2. Working space reserved for and regularly used by one or more occupants of the unit.

Lot: a separately platted subdivision of land held privately, usually intended for the purposes of building.

Lot Line: the boundary that legally and geometrically demarcates a lot. Such lines appear graphically on a Tract Map or Development Permit Site Plan

Lot Width: the length of the primary Frontage Line.

Multiple Dwelling. A residential structure containing two or more dwelling units, including Rowhouse, Courtyard Housing, Duplex, Triplex, and Quadplex. See Article 24P.206 (Building Types) for definitions of each of these multiple dwelling types.

Office: see 'Administrative, Business, and Professional Services' definition under Land Use Definitions section of this Glossary.

Paseo: a pedestrian passage or walkway, covered or uncovered. Paseos are often used between courts and are of one to two rooms in depth.

Passage: An at-grade pedestrian connector passing between buildings, providing shortcuts through long blocks and connecting rear parking areas to frontages. Passages may be roofed over. Also see 'Zaguan'.

Pedestrian Access: the principal point of access of pedestrians to a building. In the support of pedestrian activity, the Principal Entrance should give to the frontage rather than to the parking.

Planter: the element of the public streetscape that accommodates landscaping, including street trees. Planters may be

continuous or individual.. Planters may be continuous or individual according to the Thoroughfare and location within the neighborhood.

Porch: an open air room appended to the mass of a building with floor and roof, but no walls on at least two sides. For the purposes of this Plan, a porch shall measure at least 7 feet in depth from the inside of the post(s)/column(s) to the adjoining wall.

Primary Street Setback: Building setback distance varying by zone designation that is measured from the property line abutting a street at which point a building must be placed. For corner lot scenarios, the Director shall have the authority to determine the applicability of a Primary Street Setback Line and/or Side Street Setback Line.

Primary Structure. A structure that accommodates the primary use of the site.

Primary Unit. The larger dwelling unit on a site with a second unit.

Principal Building: the main building on a lot, usually located toward the frontage.

Public Realm: Those parts of the urban fabric that are held in common such as plazas, squares, parks, thoroughfares and civic buildings.

Quadplex: a large house containing four dwelling units. Individual units may be either for rent or for ownership. Each unit is individually accessed from the street.

Recess Line: a horizontal line, the full width of a facade, above which the facade sets back a minimum distance from the facade below.

Residential: premises available for long-term human dwelling.

Retail: premises available for the sale of merchandise, food service and other services.

Retail Frontage Line: Frontage Line designating the requirement for a shopfront, making the ground level available for retail use. This applies to the T4.6 Urban General Corridor Zone only.

Rowhouse: A building comprised of two or more attached two- or three-story dwelling units. The elevation and massing of each Rowhouse building may be either symmetrical or

asymmetrical, repetitive or unique in disposition, as long as the delineation of each individual unit is evident

Second Unit: See Carriage House Dwelling.

Setback: the mandatory distance between a property line and a building or appurtenance. This area must be left free of structures that are higher than 3 feet excluding Streetwalls, except as noted in the Urban Standards.

Shopfront: the non-residential frontage of a building. Non-residential activities subject to City approval are allowed within this space, which must be at least 25 feet in depth. These spaces are limited to the first floor and as such, have different building requirements than upper floors (e.g., large storefront windows, signage, etc.).

Side Street Setback: the building setback distance applying to corner lots that varies by zone designation and that is measured from the property line abutting a street at which point a building must be placed. The Director shall have the authority to determine the applicability of a Primary Street Setback Line and/or Side Street Setback Line.

Single Family Dwelling. A residential structure containing a single dwelling unit that includes, for the purposes of this Development Code, Single-Family Houses and Bungalow Courts. See Article 24P.206 (Building Types) for definitions of each of these types.

Sidewalk: the paved layer of the public frontage dedicated exclusively to pedestrian activity.

Slow Flow: a thoroughfare of moderate capacity (shorter in length than a free flow street) which does not have striped, dedicated lanes or travel but has enough width for cars to pass each other comfortably at a slow speed.

Special Residential: A use within or comprising any of the following as the definitions of same may be amended from time to time: Group Care Residential (defined in the Zoning Ordinance), Group Care (defined in the Zoning Ordinance), Boarding Houses (defined in the Zoning Ordinance), and Single Room Occupancy (defined in this Glossary).

Stoop: a small porch or platform at the entrance of a house. This element is typically raised 1.5 to 3 feet from grade to correspond to the adjacent first floor. The building types that use this element do so to maintain the occupant's sense of privacy because of their short distance from the frontage line.

Story: a habitable level within a building as measured from the finished floor to finished ceiling, which for residential spaces may not exceed 12 feet, and ground floor commercial which may not exceed 18 feet. Please refer to the Urban Standards for more detailed dimensional criteria. Attics and raised basements are not considered a story for the purposes of determining building height, and vaulted ceilings may reach two interior stories.

Story, half-story: A story under a gable, hip, or gambrel roof, the wall plates of which on at least two opposite exterior walls are not more than two feet above the floor of each story, and the habitable floor area measured at a height of six feet above the floor does not exceed 75% of the floor area of the story immediately below it. Areas below six feet in height may be used for storage. Natural light to the habitable area may be provided by dormer windows which may be located on any wall (subject to the conditions of the 1-1/2 Story Overlay Zone).

Streetscape: the urban element that provides the major part of the public realm as well as paved lanes for vehicles. A streetscape is endowed with two attributes: capacity and context. Capacity is the number of vehicles that can move safely through a segment within a given time period. It is physically manifested by the number of lanes and their width, and by the curb radius. Context is physically manifested by the appropriate Frontage types as determined by the Neighborhood Zone in which it is located and in the corresponding portion of the Public Realm Plan.

Terrace: a level, paved area accessible directly from a building as its extension. A terrace is typically private and is most common as a Rear Yard in single-family development.

Triplex: a large house containing three dwelling units. Individual units may be either for rent or for ownership. Each unit is individually accessed from the street.

Thoroughfare: a vehicular way incorporating moving lanes and parking lanes within a right-of-way.

Transect: a system of ordering human habitats in a range from the most natural to the most urban. The Ventura General Plan identifies six Transect Zones that describe the physical character of place at any scale, according to the density and intensity of land use and urbanism.

Transect Zone (T-Zone): Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the

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intended habitat are integrated, including those of the private lot and building and the enfronting public streetscape. The elements are determined by their location on the Transect scale. The T-Zones are: T1 Natural, T2 Rural, T3 Suburban, T4.7 General Urban, T5 Urban Center, and T6 Urban Core.

**Type:** A category determined by function, disposition, and configuration, including size or extent. There are community types, street types, civic space types, etc. (See also: Building Type.)

**Yard:** a private area that adjoins or surrounds a building, its landscape subject to the landscape requirements.

**Yield Flow:** a Thoroughfare of low capacity, shortest in length, and of a type where a single travel lane is shared by cars in both directions.

**Zaguan:** a pedestrian passage between courts of one to two rooms in depth and one story in height.

**Zoning Ordinance or Zoning Regulations:** The City of Ventura Zoning Ordinance, Chapter 24 of the City of Ventura Municipal Code.

#### LAND USE DEFINITIONS

**Administrative, Business, and Professional Services:** The Administrative, Business, and Professional Services use type consists of offices of firms or organizations which are primarily used for the provision of executive, management, administrative or financial services. It also refers to establishments primarily engaged in providing professional services to individuals or businesses, but excludes uses classified under the Medical Services use type. Typical uses include corporation headquarters and administrative offices, banks, savings and loans, law offices, real estate offices, public relations firms, advertising firms, insurance offices, travel agencies, and photography studios. (Municipal Code Sec. 24.115.320)

**Business and Professional Support:** The Business and Professional Support use type consists of establishments primarily engaged in the sale or rental of office-related equipment or the provisions of services to offices of other businesses and organizations, rather than to individuals. Typical uses include office supply and office furniture stores, copying centers, and Parking Plaza postal services. (Municipal Code Sec. 24.115.380)

**Community Meeting:** The Community Meeting use type consists of group gatherings conducted indoors. Typical uses

include synagogues, mosques, temples, churches, community centers, bingo halls, private clubs, fraternal, philanthropic and charitable organizations, and lodges. (Municipal Code Sec. 24.115.390)

**Cultural and Library Services:** The Cultural and Library Services use type consists of museum-like preservation and exhibition of objects of interest in one or more of the arts and sciences, gallery exhibition of works of art, or library collection of books and manuscripts for study and reading. (Municipal Code Sec. 24.115.3110)

**Day Care Centers:** The Day Care Centers use type consists of day care centers as defined in Section 1596.76 of the Health and Safety Code where day care and supervision is provided for more than 12 children under 18 years of age for periods of less than 24 hours per day. (Municipal Code Sec. 24.115.3120)

**Dining Establishments:** The Dining Establishments use type category consists of establishments primarily engaged in the preparation and sale of food and beverages, but excludes those uses classified under the Drinking Establishments and Food and Beverage Retail Sales use types. The following are the five Dining Establishments use types:

1. Dining Establishments: Ancillary Service. Sale of prepared food and beverages in a ready-to-eat state for on-site or off-site consumption as an ancillary service to a use classified under another use type. Typical uses include sandwich sales at a cookie or donut shop or at a convenience store or the sale of pastries and coffee at an antique store. The Ancillary Service use type is not a separate establishment from the establishment conducting the use it is incident to.
2. Dining Establishments: Fast Service Counter. Dining Establishments that exhibit each of the following characteristics:
  - a. Food may be consumed on or off the premises.
  - b. Food is purchased at a walk-up window or counter.
  - c. Food is paid for prior to consumption.
  - d. Food is primarily served with disposable containers or wrappers.

This use type typically includes, without limitation, fast service hamburger, chicken, seafood, or taco restaurants but excludes uses classified under the Dining Establishments: Fast Service Drive-Up or Dining Establishments: Take Out use types. A restaurant shall

not be considered to be a Dining Establishments: Fast Counter Service use type solely on the basis of incidental or occasional take-out sales.

3. Dining Establishments: Fast Service, Drive-Up. Fast Service Drive-Up Restaurants are Dining Establishments serving ready-to-eat foods or beverages which include drive-up facilities.
4. Dining Establishments: Full Service. Dining Establishments serving ready-to-eat food and beverages.
5. Dining Establishments: Take Out. Dining Establishments, other than Fast Service Drive-Up use types, serving ready-to-eat food and beverages for consumption offsite, and for which no dining area is provided for on-site consumption. (Municipal Code Sec. 24.115.3130)

**Drinking Establishments:** The Drinking Establishments use type consists of establishments engaged in the preparation and retail sale of alcoholic beverages for consumption on the premises. Typical uses include taverns, bars, brew-pubs, cocktail lounges, and similar uses other than those classified under the Dining Establishments use type. (Municipal Code Sec. 24.115.3140)

**Educational Services:** The Education Services use type category consists of training or educational services provided by individuals or public or private institutions. The following are the two Education Services use types:

1. Education Services: Parking Plaza. Provision of educational services with the primary purpose of preparing students for jobs in a trade or profession, or instructing students in a hobby or craft. Typical uses include training in business or vocational fields, music, hair styling, or martial arts, provided that, any establishment offering aerobic dancing, or other dancing instruction, which also offers exercise machines, saunas, Jacuzzis, or other amenities, other than showers, typically associated with health and fitness clubs, is not included in this use type.
2. Education Services: General. Provision of educational services which meet state requirements for primary, secondary, or higher education. Typical uses include elementary schools, middle schools, senior high schools, colleges and special education facilities. (Municipal Code Sec. 24.115.3150)

**Farmers' Market:** The Farmers' Market, Certified use type consists of retail markets for sale of food such as produce, nuts, honey, eggs; but, typically, not processed food such as baked goods or juices. Such markets are typically run by an

organization of food producers who market directly to the public and who are required to obtain a certificate from the County Agricultural Commission on an annual basis to prove that the farmer produced the product. (Municipal Code Sec. 24.115.3170)

**Fitness/Health Facility:** A fitness center, gymnasium, health and athletic club, which may include any of the following: exercise machines, weight facilities, group exercise rooms, sauna, spa or hot tub facilities, handball, racquetball, other indoor sports activities and indoor or outdoor pools.

**Food and Beverage Sales:** The Food and Beverage Retail Sales use type consists of establishments engaged in the retail sale of food and beverages primarily for offsite consumption. Typical uses include grocery stores, liquor stores, convenience stores, bakeries, donut shops, coffee and pastry shops, and ice cream shops, but excludes those uses classified under the Dining Establishments use type category or Drinking Establishment use type. (Municipal Code Sec. 24.110.920)

**Home Occupation:** An occupation conducted at a premises containing a dwelling unit as an incidental use by the occupant of that dwelling unit. (Municipal Code Sec. 24.115.3180)

**Laundry Services:** The Laundry Services use type consists of establishments primarily engaged in the provision of laundering, dry cleaning or fabric dyeing services. The Laundry Services use type differs from the Personal Services use type described in chapter 24.115 in that it usually involves pick-up and delivery services. Typical uses include laundries, diaper services, and linen supply services. (Municipal Code Sec. 24.115.3260)

**Medical Services:** The Medical Services use type category consists of medical, psychiatric, surgical, dental or other health-related services. The following are the three Medical Services use types:

1. Medical Services: Consulting. Medical, dental, psychiatric or other therapeutic services offered in individual offices or suites, which may include laboratories incidental to the practitioner's consulting or therapeutic work.
2. Medical Services: Medical Care. Services defined as "medical care" in chapter 24.110 of the Municipal Code.
3. Medical Services: Mobile Equipment. Mobile medical equipment which is contained within a conveyance to enable it to be moved from site to site. Typical uses include a mobile scanner. (Municipal Code Sec.

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#### 24.115.3290)

Personal Services: The Personal Services use type consists of establishments primarily engaged in the provision of services for the enhancement of personal appearance, cleaning, alteration or reconditioning of garments and accessories, and similar non-business related or non-professional services. Typical uses include reducing salons, tanning salons, barber shops, tailors, shoe repair shops, self-service laundries, and dry cleaning shops, but exclude uses classified under the Administrative, Business, and Professional Services use type, Education Services use type category, or the Laundry Services use type. (Municipal Code Sec. 24.115.3320)

Retail Sales: The Retail Sales use type consists of establishments primarily engaged in the sale of goods and merchandise, but excludes those uses classified under the Animal Sales and Services use type category, Automotive and Accessories use type category, Business and Professional Support use type, Construction Sales and Services use type category, and Food and Beverage Retail Sales use type. Typical uses include department stores, apparel stores, furniture stores, florists, pawn shops, and hardware stores. (Municipal Code Sec. 24.115.3390)

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## IV. INFRASTRUCTURE PLAN

### PUBLIC SERVICES INFRASTRUCTURE

A. Introduction. The California Government Code requires a Specific Plan to include text and diagrams that specify “The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.” This chapter of this Specific Plan meets the legal requirements of the Government Code for the preparation of Specific Plans. In addition, this chapter facilitates orderly development by identifying the “backbone” utility infrastructure needed to support the level of development proposed in this Specific Plan.

Interspersed with the above infrastructure components is a summarization of the status of the Wells Community Master Infrastructure Plan, started in 1986, updated in 1996 as the Wells and Saticoy Communities Capital Improvement Deficiency Study (“CIDS”). The update concentrated on transportation, traffic, water, wastewater, storm drainage, parks, and fire protection, and recommended that developers of properties in the Wells and Saticoy Communities reimburse the City their fair share of the CIDS costs upon commencement of development.

#### B. Public Services Infrastructure

1. Public Service Infrastructure: water, wastewater, storm drainage
  - a. Objectives. Provide above public infrastructure for Parklands without cost to the City, minimizing resources and effects downstream to a pre-development level. Cure historic flooding at Wells Road, Blackburn Road and Highway 126.
  - b. Policies:
    - i. Implement CIDS for water supply, wastewater service and storm drain improvements
    - ii. Developer participates in CIDS obligations for Wells Community.
    - iii. Provide on- and off-site Public Service Infrastructure and operations at no cost to the City.
  - c. Discussion of the relationship between objectives, policies and implementation. Parklands serves as an actual catalyst to upgrade the Wells Community public service infrastructure in keeping with CIDS.

d. Plan Proposals. Diagrams and written descriptions of the public service infrastructure are set out below in this Specific Plan.

Development standards for the primary components are similarly set out with locations, alignments and specifications. More specifically,

i. Water. Local water services to the project site will be provided directly by the City of Ventura. Currently, the City provides drinking water to over 105,000 residents through approximately 31,000 water service connections. The City obtains its water from three sources: the Ventura River, Lake Casitas, and local groundwater wells. The City of Ventura owns and operates 11 wells, three water treatment plants (North Ventura Avenue Treatment Plant, Bailey Conditioning Facility, and the Saticoy Conditioning Facility), 23 booster pump stations, 31 water storage reservoirs and more than 500 miles of distribution pipelines. Ventura River water is stored and pumped from four shallow wells. Lake Casitas is operated by the Casitas Municipal Water District (CMWD), where its water is treated. Groundwater wells are located in the City’s east side. The City manages its water resources geographically on a first come, first served basis including, Lake Casitas water within the northwest area of the City and Ventura River and well water in the remainder. Lake and River water are first resources with ground water as backup.

The Wells Community and Parklands are served by the 430 pressure zone water system below Telegraph Road. The Wells Community above Telegraph Road is served by 535 pressure zone water system. The City has completed a new 4,000,000 gallon reservoir and a 24 inch trunk pipeline in Saticoy Avenue and Blackburn Road. Saticoy Well #3 will be built when the need is confirmed. Fire flow capacity and pressure are satisfactory.

The existing City water system in the area includes a 12 inch distribution pipeline in Telegraph Road, a 6 inch pipeline in Wells Road and a 24 inch pipeline in Blackburn Road. Parklands will install a new 12 inch pipeline in Wells Road in conformance with the City Water Master Plan and the Boyle Report.

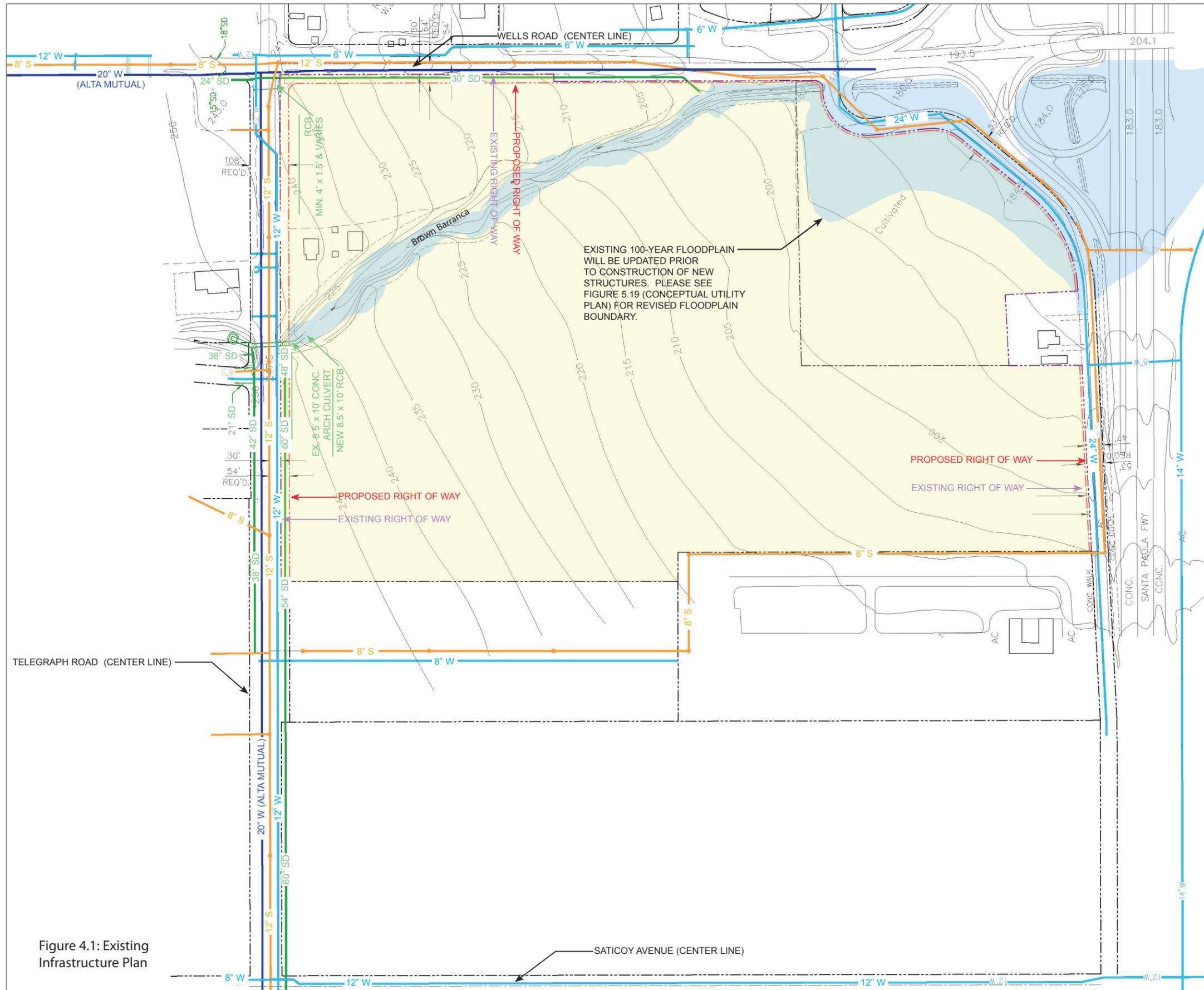


Figure 4.1: Existing Infrastructure Plan

## IV. INFRASTRUCTURE PLAN

### PUBLIC SERVICES INFRASTRUCTURE (CONTINUED)

Parklands contributes to its fair share for public infrastructure improvements by way of installing its on-site water system improvements and off-site via CIDS.

City mains will not be allowed in alleys, private streets or within private easements. New on-site mains shall be connected to existing City mains for a looped system. On-site master mains will be required per the Final Tract Map. Separate water services/meters will be required for residential second units.

- ii. Wastewater System. Local wastewater services will be provided directly by the City of Ventura. The Ventura Water Reclamation Facility is a tertiary treatment plant, located at 1400 Spinnaker Drive, in the Ventura Harbor area near the mouth of the Santa Clara River.

The City recently completed construction of the North Bank Lift Station and the North Bank Force Main. With those facilities completed, wastewater capacity for Parklands is achieved.

The Bristol Trunk Sewer, which starts at the City treatment plant and ends at the new North Bank Lift Station, has been upgraded over time. Further work is contemplated in three phases: Phase 2 and certain reconstruction of Phase 3 covering the area from the North Bank Lift Station southwesterly to Olivas Park Road has been completed. The remaining segment or Phase 1 is not of imminent need of replacement, but the City is on record to complete this segment when its capacity is needed. Even though distant, East End development, including Parklands, contributes to the need for those improvements, and therefore contributes thereto via CIDS.

In addition to its on-site wastewater system, Parklands contributes its fair share to other Wells Community infrastructure via CIDS.

City mains will not be allowed in alleys, private streets or within private easements. New on-site mains shall be connected to existing City mains. On-site master mains will be required per the Final Tract Map.

- iii. Storm Drainage and Grading. To prepare the site for grading, all vegetation, noncomplying fill and debris will be removed. Grading of the site will consist of over-excavation and recompaction required to remove and densify loose and compressible soils and cut/fills necessary to achieve design pad, gravity driven water, wastewater, and storm water installations and street grades. Grading shall conform to the City's Grading Ordinance (2007-011). Compacted fills and backfill materials shall be compacted to a minimum of 90% of the maximum dry density obtainable by the ASTM D 1557 test method to limit settlement and improve bearing conditions.

Parklands drains via Brown Barranca into the regional storm water system managed by the Ventura County Watershed Protection District entering at Highway 126. Brown Barranca is currently sufficient to handle the 10 year storm water flow, however, improvements are needed to cope with the 100 year storm water flow. Parklands provides storm water detention on-site at its cost, the result of which alleviates the CWPD storm water system and flooding on Wells Road. Flooding occurs along Blackburn Road as a result of runoff from the existing mobile home park. Parklands drainage improvements, e.g. improve the culvert crossing at Blackburn Road further alleviate the flooding on Blackburn Road, a direct benefit to the residents and drivers in and out of the mobile home park. This work of improvement will also protect the Hansen Trust property. Finally, the new Parklands drainage system will be extended to intercept storm water at the southerly terminus of Linden Drive, solving the flooding of homes on that street and certain of the mobile homes southerly thereof.

Consistent with the City's NPDES permit, Parklands on-site infiltration swales, biofilters and increased storm water detention area reduces storm water runoff to no greater than current undeveloped condition. While the larger issue is County Watershed Protection District acceptance of flows crossing Highway 126 into inadequately sized channels, Parklands aforesaid on-site improvements lessen or eliminate Wells Road flooding whether or not the County Watershed Protection District takes steps to

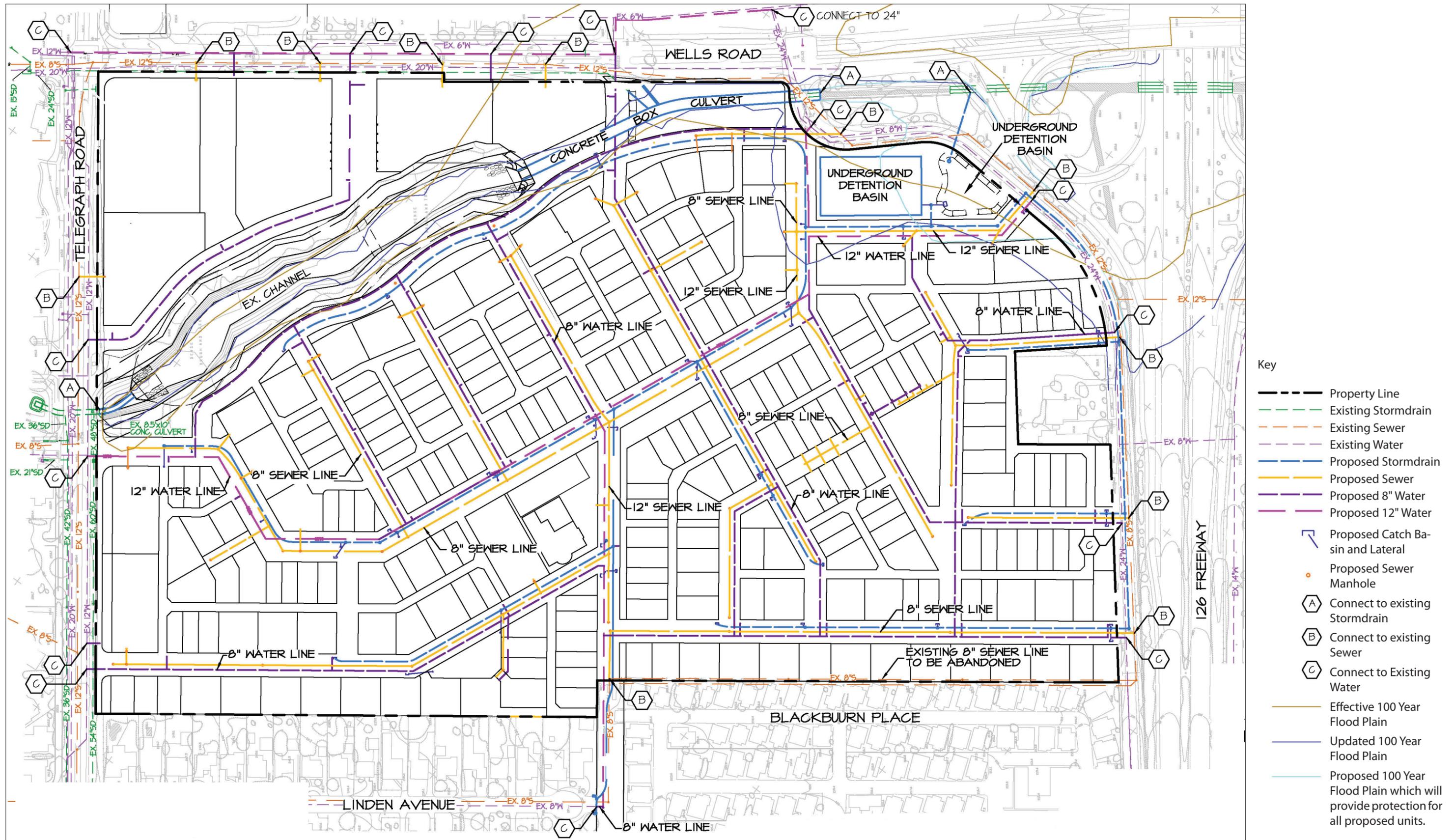


Figure 4.2: Conceptual Utility Plan

## IV. INFRASTRUCTURE PLAN

### PUBLIC SERVICES INFRASTRUCTURE (CONTINUED)

reconstruct its inlets.

Parklands also contributes its fair share for storm drainage via CIDS.

2. Solid Waste Disposal. Solid waste services during construction will be provided by E.J. Harrison and Sons, Inc. E.J. Harrison and Sons, Inc. will also provide residential solid waste collection service to the residents, businesses and civic facilities within Parklands, including collection of solid waste, recyclables, and green waste.

a. Objectives: Maximize recycling of solid waste to reduce tonnage to landfills and extend the life of landfills, while conserving raw materials through reuse. Municipal Code Section 24.218.050.11 requires recycling receptacles for all multi-family and Parking Plaza uses.

b. Policies:

i. Provide sufficient space for multiple receptacles for each residence outside of public view, while avoiding odor and littering.

c. Plan Proposals:

i. Description of the type and location of solid waste disposal facilities:

For single family detached dwellings, individual unit receptacles, emphasizing recycled material, shall be kept out of public view in the rear of the property in covered and walled structures. For single family attached dwellings, individual unit receptacles, emphasizing recycled material, shall be kept out of public view inside each dwelling unit's garage. For mixed-use and multi-family buildings, trash dumpsters shall be stored within trash enclosures or trash rooms that are completely screened from the view of the street. Trash rooms that are serviced directly from the garage are strongly encouraged. All waste receptacles shall meet the storage and access requirements of the City and its contracted waste removal contractor.

The location of Parklands at the east end of the City and along Highway 126 place it relatively close to the landfill and minimize the operation of large pick up trucks within the City. There

will not be a transfer station located within Parklands nor should one be needed in the neighborhood due to its proximity to the landfill.

3. Street Improvements:

a. Objectives. Maximize circulation, reduce trip distances and time, and enhance pedestrian and bicycle use and safety.

b. Plan Proposals:

i. In addition, Parklands has authorized a Traffic Study to identify further mitigation affected by Parklands trips on and off-site. The Study recommends signal upgrades on Telegraph and Wells Roads adjacent to Parklands and an east/west street connection across Parklands from Wells Road to the Hansen Trust property from where, upon development of the latter, the street can connect to Satcoy Avenue. Each of the foregoing improvements is consistent with the Circulation Element of the new General Plan. In addition to the aforementioned improvements, Parklands shall pay a contribution to CIDS, less a credit for on-site public street benefits.

Parklands shall design the Carlos Street improvements from Parklands to the Hanson Trust property, but not construct them until trip demand is established.

4. Energy and Communications. Southern California Edison (SCE) provides electricity and maintains the project area's electrical facilities. The Southern California Gas Company provides and maintains the gas infrastructure to service Parklands with gas imported from its interstate system via service connections throughout the project vicinity. Local telephone and internet services and maintenance will be provided by AT&T. Local cable television service will be provided and maintained in the area by Time Warner Cable.

a. Objectives: Conservation and safety.

b. Policies:

i. Site homes to take advantage of prevailing

breezes, shade and sun orbit to minimize use of air conditioning and heating.

- ii. Use insulating materials, weather stripping, air tight doors and windows to minimize heating and cooling.
- iii. Install a combination of electric and gas utilities to avail a variety of energy types and take advantage of pricing.
- iv. Encourage the installation of solar panels where economically practical and design and functionally feasible.

c. Plan Proposals:

- i. All utilities are to the property; no new community or intercommunity poles and lines are needed.
- ii. All utilities are underground.
- iii. Natural gas and electricity supplied to each unit via underground conduit.
- iv. Utilize utility trenches for telephone, cable and electronic communication for maximum efficiency, but separate from water and wastewater for safety.

5. Parks and Recreation. The City of Ventura currently operates 34 parks, recreational facilities, and historic sites within the city limits. The park system includes more than 862 acres of parkland and a variety of recreational facilities and services. The City's park system features two par-72 golf courses, a 100-acre community sports park and aquatics center, trails, 110 acres of linear parks, bike paths, two rivers, beaches, the Ventura pier, the Ventura Harbor, and hosts the Ventura County Fairgrounds.

a. Objectives. Add to public park land a variety of active and passive recreation activities in the midst of the Wells Community, walkable to the residents of Parklands and accessible to the surrounding neighborhood.

b. Policies:

- i. Provide active and passive recreation activities on park sites of varying sizes and types to meet the needs of the existing neighborhood and the new residents of Parklands.
- ii. Locate within a five minute walk of the residents of Parklands a variety of park experiences.
- iii. Provide a Community Building maintained by master Home Owners Association, partially available for Wells Community assembly use.

c. Plan Proposal:

- i. Dedicate land and install certain parks and recreation facilities and amenities suitable for public use by Parklands residents at Parklands' cost of land and installation, and thereafter maintained through a Maintenance Assessment District.

In this way, Parklands will provide a mix of activities and uses in and on its active parks, featuring the linear parks along the Brown Barranca for biking and walking and passive recreation. This parks and recreation system encourages pedestrian access and reduces vehicular access and travel.

- ii. All private parks and recreation facilities expected to be exclusively used by Parklands residents shall therefore be maintained by the Parklands Master Homeowners Association.
- iii. Construct and maintain a civic/community center building.
- iv. Establish a homeowners association which shall pay for the maintenance and replacement of Parklands parks, facilities and amenities (see Table 4.2) not governed by a Maintenance Assessment District or accepted for maintenance by the City.

6. Fire Protection. The City of Ventura Fire Department is a state of the art ISO rated Class 2 department providing comprehensive fire suppression, inspection, rescue and emergency medical services to City residents within its approximate 20 square mile service area. The department is staffed by 73 sworn and 27 non-sworn personnel, and divided into three divisions: Administration, Inspection Services, and Operations. The Ventura Fire Department Operations Division is comprised of six fire stations with seven fire companies and an on-duty Battalion Chief. Each fire station maintains one engine company, with the exception of Fire Station 5, which also houses a truck company.

The project site is situated within the service area of Station 6, which is located at 10797 Darling Road, approximately 1 mile from the project site. Station 6 is staffed with a 3-person engine company consisting of a Captain, an Engineer, and a Firefighter/Paramedic. Station 6 also houses a Hazardous Materials Response Trailer. The hazardous-materials unit is cross-staffed with the same 3-person engine company.

## IV. INFRASTRUCTURE PLAN

### PUBLIC SERVICES INFRASTRUCTURE (CONTINUED)

- a. Objectives. Fire safety and early response paramedics meeting City Fire Department response standards.
- b. Policies. Build a traditional neighborhood within five minute response time of new Fire Station No. 6.
- c. Plan Proposals.

The City recently completed Fire Station No. 6, which is adequate to serve Parklands. Parklands will reimburse the City for its fair share of the fire protection services and facilities through CIDS.

7. Police Protection. The Ventura Police Department (VPD) provides police protection services to the City. The Police Department is located at 1425 Dowell Drive in Ventura, approximately 4.7 miles from the project site. The Ventura Police Department has approximately 180 employees, of which 128 are sworn personnel. In addition to the main station at Dowell Drive, the City also operates three Storefront sub-stations throughout Ventura: The Montalvo Storefront, the Pacific View Mall Storefront, and the Westside Storefront. The City is divided into four police beats (areas of responsibility). The project is situated in Beat Three, which covers the City's eastern portion north of the 126 freeway. The VPD response-time objective for priority one calls (e.g. "in progress," or injury traffic collisions) is approximately 5 minutes or less, while non-emergency service response times average 15 - 20 minutes.

- a. Objectives. Maximize security and public safety for residents of Parklands and surrounding neighborhoods.
- b. Policies. Follow City Police Department policy for addresses, street signage, street and intersection lighting and street names. Provide connecting streets easily accessible to existing arterials, e.g. Telegraph and Wells Roads to facilitate rapid response times. Install landscaping and fencing conducive to police patrol and defensible spaces.
- c. Plan Proposals. Utilize clean, clear and easily maintained addresses and street signage. Provide connectivity throughout Parklands interior and to multiple ingress and egress points at existing public arterial streets, e.g. Telegraph and Wells Roads, Blackburn Street, etc.

8. Schools. Parklands is located within the boundaries of the Ventura Unified School District ("VUSD"). The VUSD operates 25 schools citywide, including: 17 elementary schools, 4 middle schools, and 4 high schools. Additionally, the VUSD operates an adult education school, and a special education preschool. The VUSD serves approximately 17,467 students.

The nearest elementary school to the Parklands property is Saticoy Elementary School, located at 760 Jazmin Avenue. It is approximately 1.0 mile from the project site, with a current enrollment of 396 students, and a capacity of 465 students. The nearest middle school is Balboa Middle School (grades 6-8), located at 247 South Hill Road. It is approximately 2.9 miles from the project site, with a current enrollment of 1,368 students, and a capacity of 1,552 students. The nearest high school is Buena High School, located at 5670 Telegraph Road. It is approximately 3.8 miles from the project site, with a current enrollment of 2,180 students and a capacity of 2,371 students.

The three schools listed above will serve the residents of the Parklands Specific Plan. The three referenced schools have adequate capacity to serve the K-12 students generated from Parklands' homes, and



Example of pedestrian-friendly single-head street light.

such student generation will actually assist the sustenance of said schools in light of declining enrollment. Parklands shall pay a school mitigation fee on a per-unit basis in accordance with current State law.

## 9. Street Lighting and Landscaping

a. Objectives. Provide, at no cost to the City, Project street lighting and public right of way landscaping to produce street safety during night and daylight hours.

b. Policies:

- i. Coordinate street design, street and intersection lighting and landscaping to provide and maintain safe sight distance for pedestrians, bicyclists and car drivers.
- ii. Streets and other public spaces throughout Parklands shall be carefully scaled and detailed for the safety and comfort of pedestrians. The location and scale of street trees, street lights, street furniture, and special accent pavement shall be focused on creating comfortable places to walk, shop, visit and rest.

c. Plan Proposals:

- i. Participate in the establishment of a City street lighting and landscaping Maintenance Assessment District (MAD).
- ii. Design Parklands street, bike and walking system to accommodate the street light and landscaping.

## 10. Bike/Pedestrian Paths and Ways:

a. Objectives. Extend and connect up bike/pedestrian paths and ways within the Wells Community A at no cost to the City.

b. Policies:

- i. Developer design and construct bike and pedestrian access system.
- ii. Coordinate and integrate bike/pedestrian access system with Parklands street and walkway system and its parks, recreation and civic building system.

c. Plan Proposals. Parklands will, at its own cost,

conform to the standards of the Traffic Circulation Element of the City General Plan by providing Class I bikeways within the Brown Barranca linear park and Class II bikeways along Wells Road and Telegraph Road. Also included are rosewalks, street furniture, bike racks and other amenities.

Bike racks will be located throughout Parklands at Parking Plaza, recreation and community facilities in number and dimension set out in the Infrastructure Parking Section above.

11. Noise Attenuation. Parklands will coordinate efforts with Cal Trans to build a noise attenuation wall along the south (Freeway) side of Blackburn Road.

## C. Transportation / Street Standards.

### 1. Transportation and Traffic

a. Objectives. Design Parklands to minimize length and number of car trips.

b. Policies:

- i. Take advantage of Highway 126, effectively adjacent to The Property;
- ii. Accentuate the use of public transport on Highway 126 and Wells Road;
- iii. Provide on-site parks, recreation, bike/pedestrian ways, convenience goods and a civic/community center building, all walkable within five minutes of all interior residences;
- iv. Provide multiple ingress and egress, e.g. access streets, to on-site facilities from and to the surrounding residential neighborhoods;
- v. Make the walk and bike ways visually attractive by means of landscaping, street pattern and architectural diversity along the way; and
- vi. Participate in CIDS improvements in the Wells and Saticoy Community;

c. Discussion of relationship between objectives, policies, and implementation: Each and all of the above policies insure that Parklands meets the purposes and standards of a Traditional Neighborhood Development by minimizing automobile use, reducing emissions, adds to personal health through exposure to pedestrian-friendly environment, and facilitates social contact among residents. Public transport along Highway 126 and Wells Road facilitates ease of travel to and from work, to and from shopping venues, and to

## IV. INFRASTRUCTURE PLAN

### TRANSPORTATION / STREET STANDARDS (CONT'D)

and from cultural and recreation events.

#### d. Plan Proposals:

- i. The site plan, legends, Specific Plan text and appendices contain diagrams, renderings and written descriptions of the transportation components together with a description of improvements and cost sharing.
- ii. Development standards, locations and dimensions of street improvements and the locations of public transport components are set out in this section below.
- iii. The CIDS provides for three regional improvements affected by Parklands: (1) striping and signing bridge construction improvements on Darling Road at Highway 118; (2) new signal at Telegraph Road and Saticoy Avenue; and (3) signal improvements at Wells Road and Citrus Drive.

In addition, Parklands has authorized a Traffic Study to identify further mitigation that might be required due to additional on and off-site automobile trips. The Study recommends signal upgrades at Telegraph and Wells Roads and an east/west street connection across Parklands from Wells Road to the Hansen Trust property (from where, upon development of the latter, the street can connect to Saticoy Avenue). Each of the foregoing improvements is consistent with the Circulation Element of the new General Plan. Parklands' shall contribute its fair share towards the appropriate CIDS.

2. Transit. The Gold Coast Transit Route 10/11 (Telegraph/Telephone Road-Saticoy) currently runs along the north and east sides of Parklands, providing a bus stop on Wells Road between Citrus Drive and Carlos Street within comfortable walking distance of the proposed Neighborhood Center.
3. Street Types. There are several different street types for the Parklands planning area. Each street type is meant to address the character of the adjacent land use - neighborhood edge to neighborhood center - and to accommodate the forecast flows of vehicle, bicycle and pedestrian traffic. In this way, a person will have many different experiences in a relatively small development. All streets and alleys within the Parklands planning area are public streets.

The following pages explain each of the Parklands street types, including street sections. The street standards outlined in this Specific Plan supersede the existing City of San Buenaventura street standards for the Property and Specific Plan Area.

**A** Two-lane Parkway. A Two-lane Parkway is a free-movement Thoroughfare flanked by parking, sidewalks and planting strips. The central median provides a refuge for crossing pedestrians and allows for distinguished landscaping.

Neighborhood Streets. The low-volume neighborhood streets of Parklands are purposefully designed to enforce low-driving speeds, obviating the need for future retrofits with speed humps and other harsh traffic calming measures. These minor residential streets are consciously designed to maintain average speeds of 25 mph or less (in the case of free and slow movement streets) and 20 mph or less (in the case of yield movement streets). There are five different types of neighborhood streets in Parklands.

**B** Type B, the widest neighborhood street, is a free-flow right-of-way with one traffic lane each way and parallel parking on both sides.

**C** Type C is the street type applied to Carlos Street at Wells Road. It provides one travel lane in each direction and a turn lane on the south side of the street.

**D** Type D, the Carlos Street connection between Parklands and the UC Hansen Trust Property to the west, is comprised of a 24-foot wide carriageway and no parking.

**E** Type E is a slow-flow street that provides angled parking on both sides of the street. Street type E provides on-street parking for the adjacent residential dwellings and/or Parking Plaza uses.

**F** Type F is designed as a traditional "yield street" with a 28-foot wide roadway and is designed to achieve even lower-volume neighborhood streets.

**G** Type G is a meandering two-way street with parallel parking on both sides that runs along the edge of Brown Barranca.

**J** Alleys. Alleys provide access to service areas and parking.



Key

- A** Two-Lane Parkway (68-foot R.O.W.)
- B** Free-Flow Residential Street (54-foot R.O.W.)
- C** Free-Flow Residential Street (56-foot R.O.W.)
- D** Carlos Street West of Parklands (60-foot R.O.W.)
- E** Slow-Flow Residential Street (84-foot R.O.W.)
- F** Yield-Flow Residential Street (52-foot R.O.W.)
- G** Drive (44-foot R.O.W.)
- J** Service Way (20-foot R.O.W.)
- L** Wells Road Between Citrus Drive and Carlos Street (100-foot R.O.W.)
- M** Wells Road North of Carlos Street (110-foot R.O.W.)
- N** Telegraph Road Between Wells Road and Nevada Street (108-foot R.O.W.)
- O** Telegraph Road Between Nevada Road and Saticoy Avenue (108-foot R.O.W.)
- P** Parking Plaza Street (100-foot R.O.W.)
- R** Blackburn Road (49-foot R.O.W.)

Figure 4.3: Street Network Plan. All streets and alleys are public.  
(Letters refer to Street Types on following pages)



## IV. INFRASTRUCTURE PLAN

### TRANSPORTATION / STREET STANDARDS (CONT'D)

Arterial: The Arterial is a longer distance, free-movement Thoroughfare capable of traversing through several Specific Plan neighborhoods. The Arterial is flanked by parking, sidewalks and planting strips that buffer buildings and activities along its sides. The central median provides a refuge for crossing pedestrians, accommodates turn lanes where needed, reduces the potential for head-on collisions, and allows for distinguished landscaping. Parklands abuts two arterials: Telegraph Road and Wells Road. Wells Road utilizes three street sections.

- L** Wells Road South between Citrus Drive and Carlos Street consists of two automobile traffic lanes, in each direction, a sidewalk, bike lanes and planter on both sides, and a central median.
- M** Wells Road North of Carlos Drive consists of one automobile lane in each direction, parallel parking and a bike lane on both sides of the street, and a central median. The north side accommodates a 20-foot wide sidewalk and planter and the south side accommodates a 6-foot wide parkway, 6-foot wide sidewalk, and 10-foot wide greenway reserved for future dedication.
- N** Telegraph Road between Wells Road and Nevada Avenue consists of one automobile lane in each direction, parallel parking on both sides of the street, a bike lane on both sides of the street, a central median, and a 22-foot wide greenway on the north side of the street.
- O** Telegraph Road between Nevada Avenue and Saticoy Avenue is a similar section to Street Type "N", but provides a 30-foot wide greenway and no parallel parking on the north side of the street.
- P** Parking Plaza Street. The Parking Plaza Street is comprised of one traffic lane in each direction separated by a 8' wide median. Angled parking is provided on both sides of the street.
- R** Blackburn Road. Parklands is bounded by Blackburn Road and The Santa Paula Freeway (Highway 126.) This free-flow right-of-way consists of one traffic lane in each direction and parallel parking on the north side.



# IV. INFRASTRUCTURE PLAN

## TRANSPORTATION / STREET STANDARDS (CONT'D)

### A TWO-LANE PARKWAY

Movement/Speed .....	Slow / 20 mph
Crossing time .....	12 seconds
ROW Width .....	68'
Travel Lanes .....	1 in each direction
Parking .....	both sides, parallel, not striped
Curb Type .....	Vertical
Curb Radius .....	10' typical or 15' with bulb-outs
Median Width .....	10'
Sidewalk Width .....	6'
Planter Type .....	Continuous
Planter Width .....	6'
Tree Spacing .....	25' on center; 35' on center in median



Example of Two-Lane Parkway

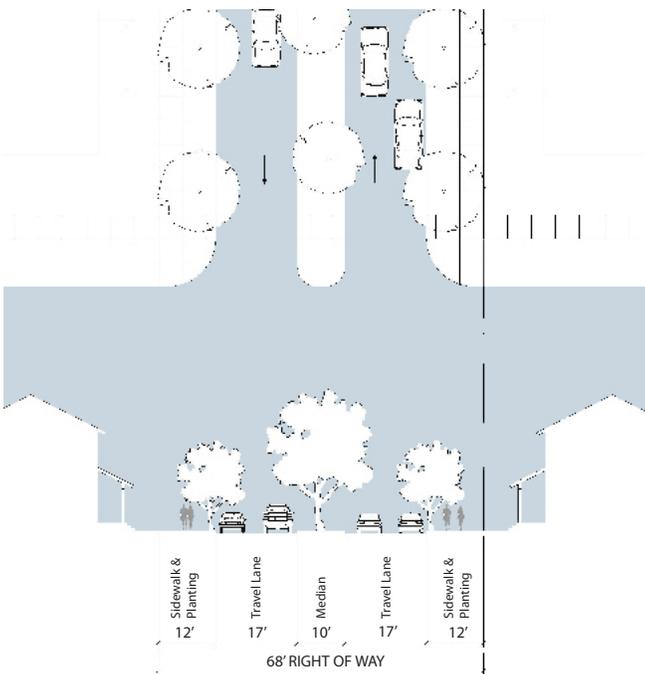


Figure 4.4: Two-Lane Parkway Section (1" = 40')

### B FREE-FLOW RESIDENTIAL STREET

Movement/Speed .....	Free / 25 mph
Crossing time .....	8 seconds
ROW Width .....	54'
Travel Lanes .....	1 in each direction
Parking .....	both sides, parallel, not striped
Curb Type .....	Vertical
Curb Radius .....	10' typical or 15' with bulb-outs
Median Width .....	n/a
Sidewalk Width .....	6'
Planter Type .....	Continuous
Planter Width .....	6'
Tree Spacing .....	25' on center



Example of Free-Flow Residential Street

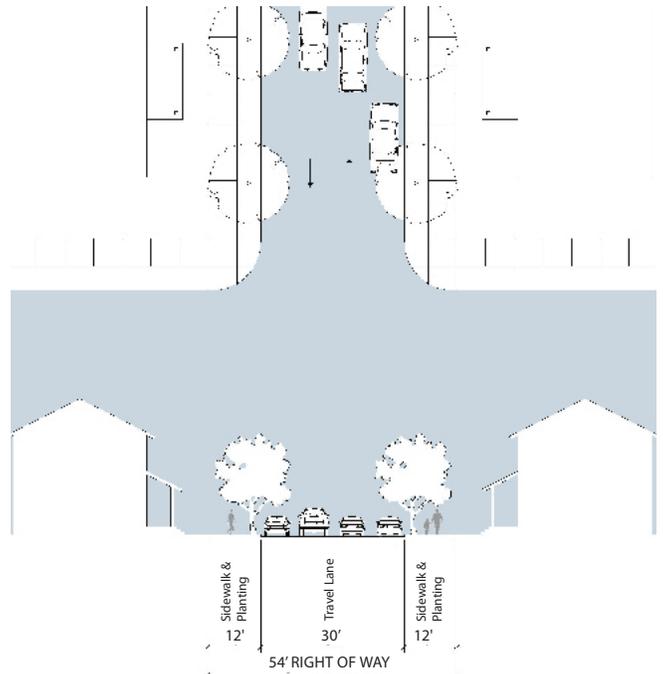


Figure 4.5: Free-Flow Residential Street Section (1:40)

**C** CARLOS STREET AT WELLS ROAD

Movement/Speed ..... Free / 25 mph  
 Crossing time ..... 9 seconds  
 ROW Width ..... 56'  
 Travel Lanes ..... 1 in each direction + turn lane  
 Parking ..... Not allowed  
 Curb Type ..... Vertical  
 Curb Radius ..... 10' typical or 15' with bulb-outs  
 Median Width ..... n/a  
 Sidewalk Width ..... 6'  
 Planter Type ..... Continuous  
 Planter Width ..... 6'  
 Tree Spacing ..... 25' on center

**D** CARLOS STREET WEST OF PARKLANDS

Movement/Speed ..... Slow / 20 mph  
 Crossing time ..... 8 seconds  
 ROW Width ..... 60'  
 Travel Lanes ..... 1 in each direction  
 Parking ..... Not allowed  
 Curb Type ..... Vertical  
 Curb Radius ..... 10' typical or 15' with bulb-outs  
 Median Width ..... n/a  
 Sidewalk Width ..... 6'  
 Planter Type ..... Continuous  
 Planter Width ..... 6'  
 Tree Spacing ..... 25' on center



Example of Free-Flow Residential Street

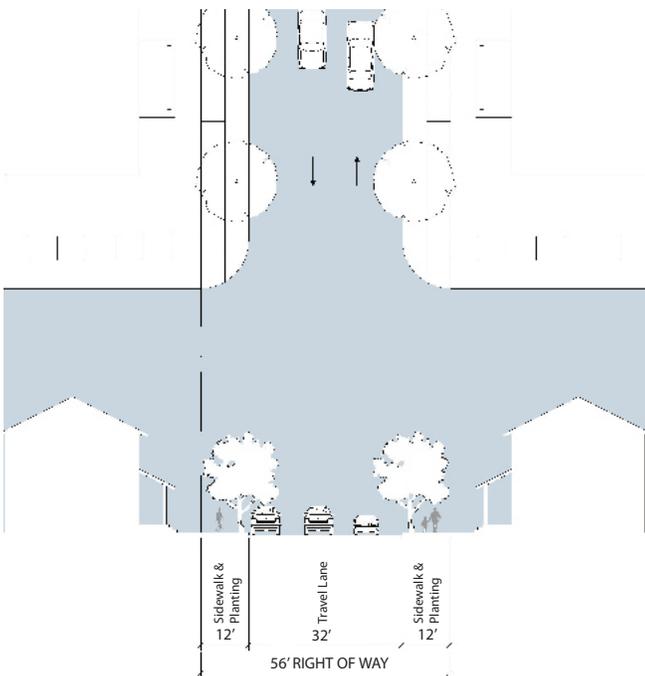


Figure 4.6: Carlos Street at Wells Road Street Section (1:40)

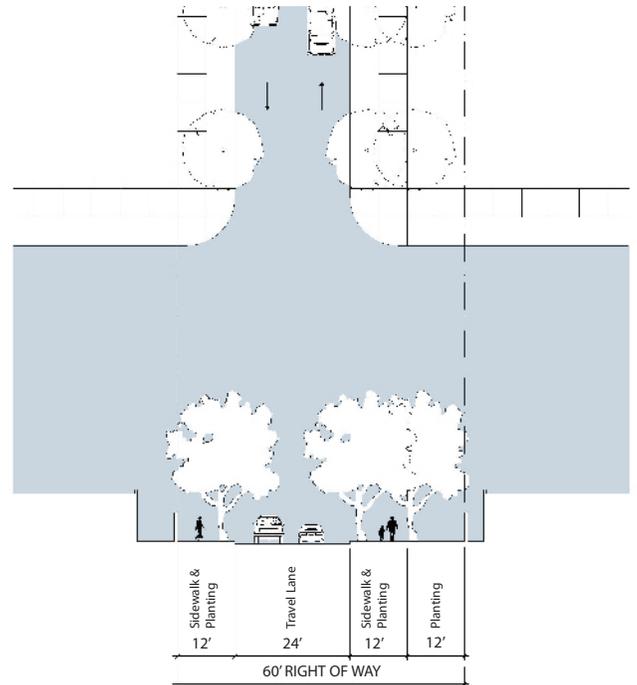


Figure 4.7: Carlos Street West of Parklands (1:40)

# IV. INFRASTRUCTURE PLAN

## TRANSPORTATION / STREET STANDARDS (CONT'D)

### E SLOW-FLOW RESIDENTIAL STREET

Movement/Speed .....	Yield / 20 mph
Crossing time .....	6.5 seconds
ROW Width .....	84'
Travel Lanes .....	1 in each direction
Parking .....	both sides, angled, striped
Curb Type .....	Vertical
Curb Radius .....	10' typical or 15' with bulb-outs
Median Width .....	n/a
Sidewalk Width .....	5'
Planter Type .....	Continuous
Planter Width .....	7'
Tree Spacing .....	25' on center

### F YIELD-FLOW RESIDENTIAL STREET

Movement/Speed .....	Yield / 20 mph
Crossing time .....	7.5 seconds
ROW Width .....	52'
Travel Lanes .....	1 in each direction
Parking .....	both sides, parallel, not striped
Curb Type .....	Vertical
Curb Radius .....	10' typical or 15' with bulb-outs
Median Width .....	n/a
Sidewalk Width .....	5'
Planter Type .....	Continuous
Planter Width .....	7'
Tree Spacing .....	25' on center



Example of Slow-Flow Residential Street



Example of Yield-Flow Residential Street

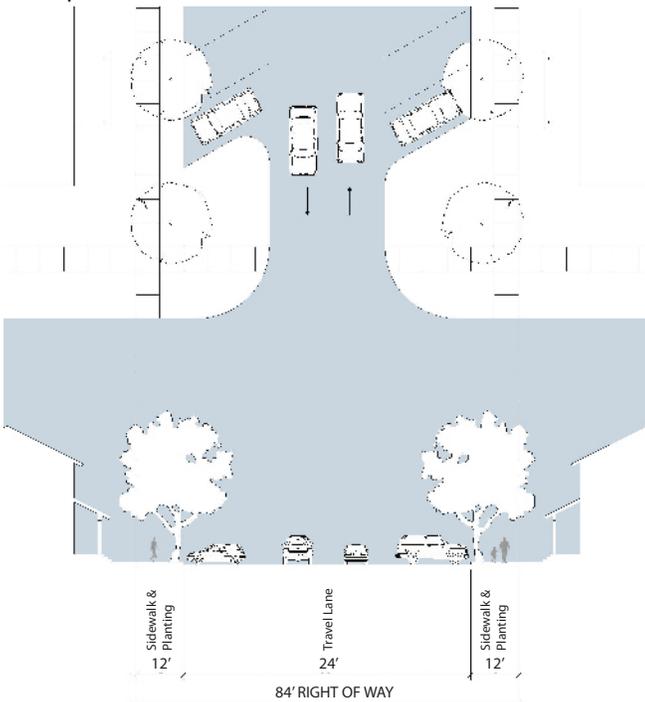


Figure 4.8: Yield-Flow Residential Street Section (1:40)

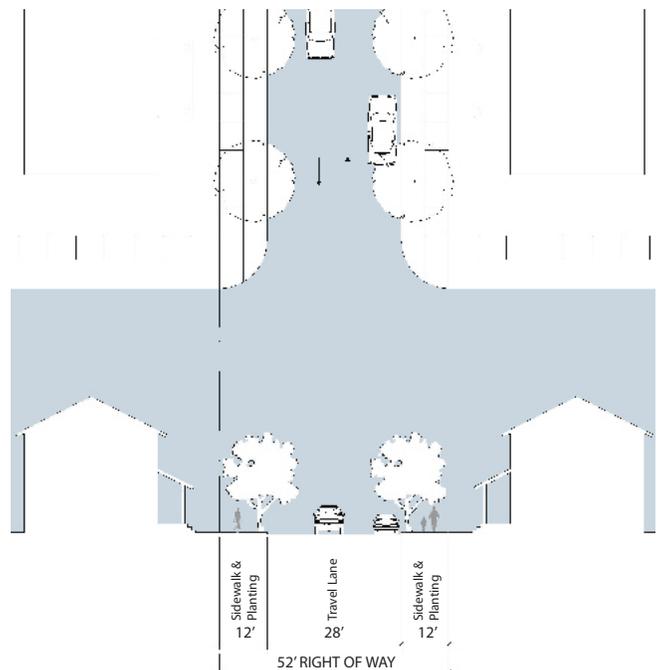


Figure 4.9: Yield-Flow Residential Street Section (1:40)

## G DRIVE

Movement/Speed .....	Free / 20-25 mph
Crossing time .....	9 seconds
ROW Width .....	44'
Travel Lanes .....	1 in each direction
Parking .....	both sides, parallel, not striped
Curb Type .....	Vertical
Curb Radius .....	10 typical or 15' with bulb-outs
Median Width .....	n/a
Sidewalk Width .....	5'
Planter Type .....	Continuous and random
Planter Width .....	7' and variable
Tree Spacing .....	25' on center, random on other



Example of Drive

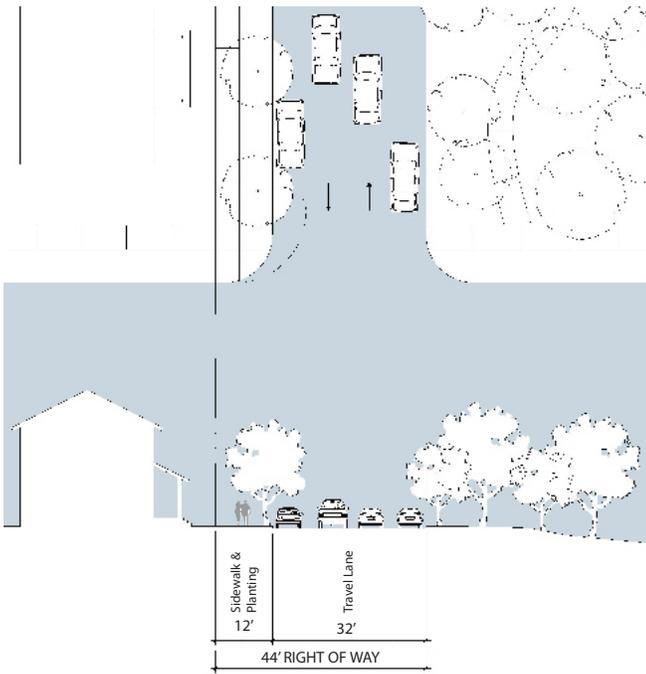


Figure 4.10: Drive Section (1" = 40')

## J ALLEY

Movement/Speed .....	Slow / 10 mph
Crossing time .....	4 seconds
ROW Width .....	20'
Travel Lanes .....	1
Shoulder Width .....	4' with pavers
Parking .....	Not allowed
Curb Type .....	None
Curb Radius .....	n/a
Median Width .....	n/a
Sidewalk Width .....	n/a
Planter Type .....	Between garages
Planter Width .....	varies
Tree Spacing .....	varies



Example of Alley

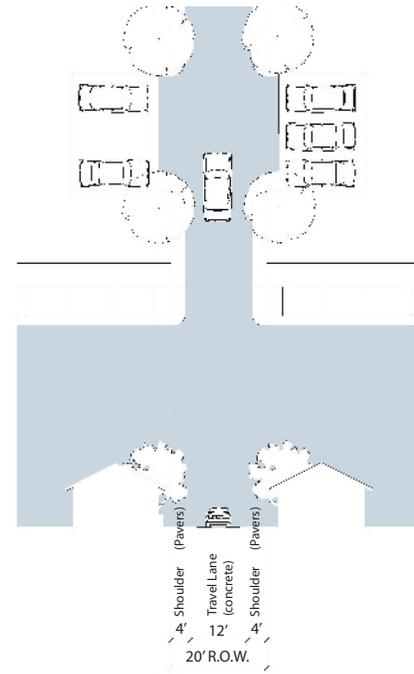


Figure 4.11: Alley Section (1" = 40')

# IV. INFRASTRUCTURE PLAN

## TRANSPORTATION / STREET STANDARDS (CONT'D)

### L WELLS ROAD: CITRUS TO CARLOS

Movement/Speed .....	Free / 35 mph
Crossing time .....	17 seconds
ROW Width .....	100'
Travel Lanes .....	2 in each direction
Bike Lanes .....	6' both sides, striped
Parking .....	Not allowed
Curb Type .....	Vertical
Curb Radius .....	10' typical or 15' with bulb-outs
Median Width .....	16'
Sidewalk Width .....	6'
Planter Type .....	Continuous
Planter Width .....	10'
Tree Spacing .....	25' on center



Example of Four-Lane Avenue

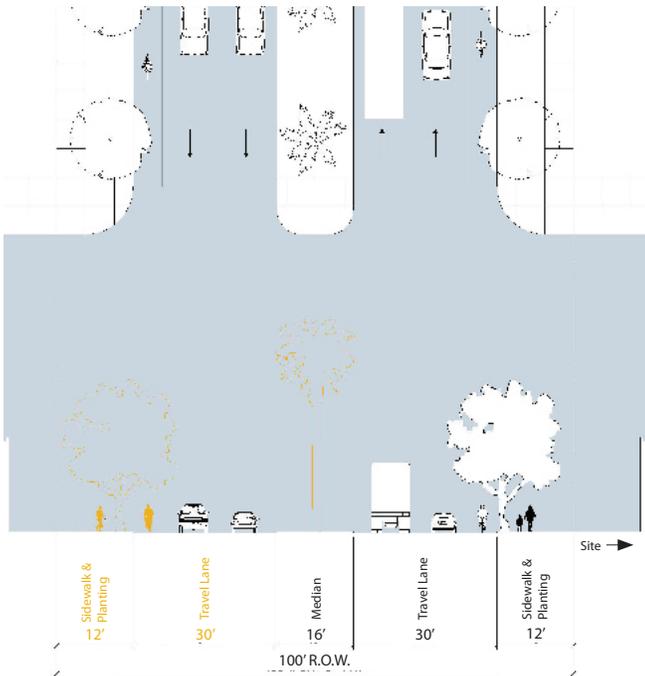


Figure 4.13: Wells Road: Citrus to Carlos Section (1" = 40')

(Components marked in orange are future projects beyond the scope of Parklands).

### M WELLS ROAD NORTH OF CARLOS STREET

Movement/Speed .....	Free / 35 mph
Crossing time .....	17 seconds
ROW Width .....	110'
Travel Lanes .....	1 in each direction
Bike Lanes .....	6' both sides, striped
Parking .....	both sides, parallel, not striped
Curb Type .....	Vertical
Curb Radius .....	10' typical or 15' with bulb-outs
Median Width .....	16'
Sidewalk Width .....	6'
Planter Type .....	Continuous
Planter Width .....	10'
Tree Spacing .....	25' on center



Example of Two-Lane Avenue

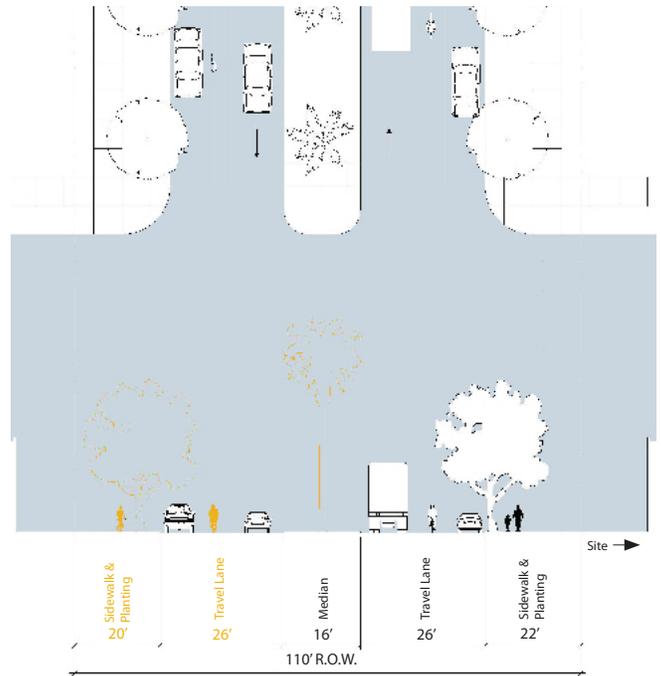


Figure 4.14: Wells Road North of Carlos St. Section (1" = 40')

**N** TELEGRAPH ROAD: WELLS TO NEVADA

Movement/Speed .....	Free / 35 mph
Crossing time .....	17 seconds
ROW Width .....	108'
Travel Lanes .....	1 in each direction
Bike Lanes .....	6' both sides, striped
Parking .....	both sides, parallel, not striped
Curb Type .....	Vertical
Curb Radius .....	10' typical or 15' with bulb-outs
Median Width .....	12'
Sidewalk Width .....	6' south side
Planter Type .....	Continuous
Planter Width .....	6' south side
Greenway Width .....	10' south side; 22' north side
Tree Spacing .....	25' on center

**O** TELEGRAPH ROAD: NEVADA TO SATICOY

Movement/Speed .....	Free / 35 mph
Crossing time .....	17 seconds
ROW Width .....	108'
Travel Lanes .....	1 in each direction
Bike Lanes .....	6' both sides, striped
Parking .....	both sides, parallel, not striped
Curb Type .....	Vertical
Curb Radius .....	10' typical or 15' with bulb-outs
Median Width .....	12'
Sidewalk Width .....	6' south side
Planter Type .....	Continuous
Planter Width .....	6' south side
Greenway Width .....	10' south side; 30' north side
Tree Spacing .....	25' on center



Example of Two-Lane Avenue

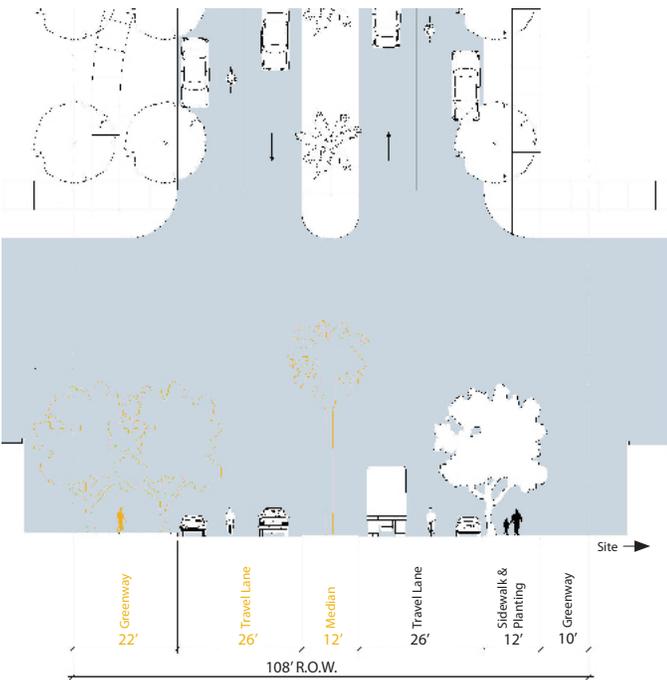


Figure 4.15: Telegraph Road Section (1" = 40')

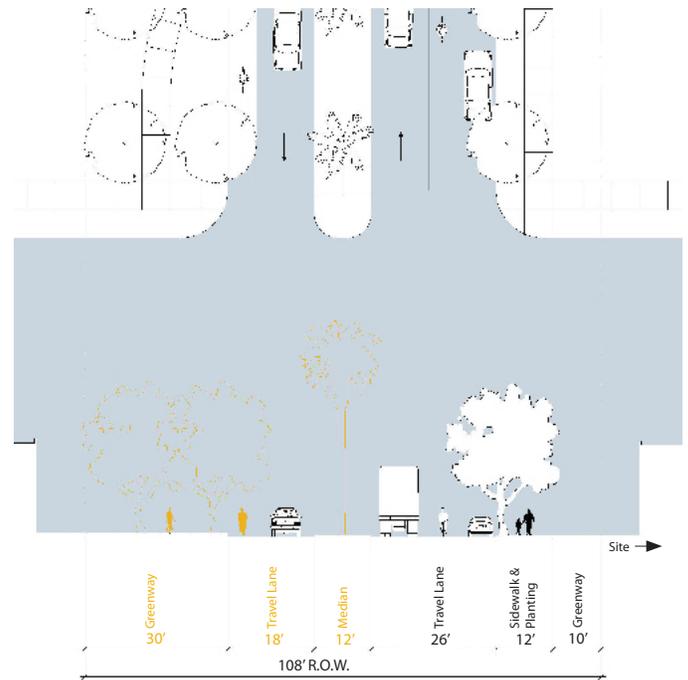


Figure 4.16: Telegraph Road Section (1" = 40')

# IV. INFRASTRUCTURE PLAN

## TRANSPORTATION / STREET STANDARDS (CONT'D)

### P PARKING PLAZA STREET

Movement/Speed .....	Slow / 20 mph
Crossing time .....	15 seconds
ROW Width .....	100'
Travel Lanes .....	1 in each direction
Parking .....	both sides, angled
Curb Type .....	Vertical
Curb Radius .....	10' typical or 15' with bulb-outs
Median Width .....	10'
Sidewalk Width .....	15'
Arcade Encroachment ....	10'
Planter Type .....	Tree well
Tree Well Size .....	5' x 5'
Tree Spacing .....	25' on center

### R BLACKBURN ROAD

Movement/Speed .....	Free / 25 mph
Crossing time .....	8.5 seconds
ROW Width .....	49'
Travel Lanes .....	1 in each direction
Parking .....	one side, parallel, not striped
Curb Type .....	Vertical
Curb Radius .....	10' typical or 15' with bulb-outs
Median Width .....	n/a
Sidewalk Width .....	6' north side; none south side
Planter Type .....	Continuous
Planter Width .....	6' north side; 5' south side
Tree Spacing .....	25' on center



Example of Parking Plaza Street

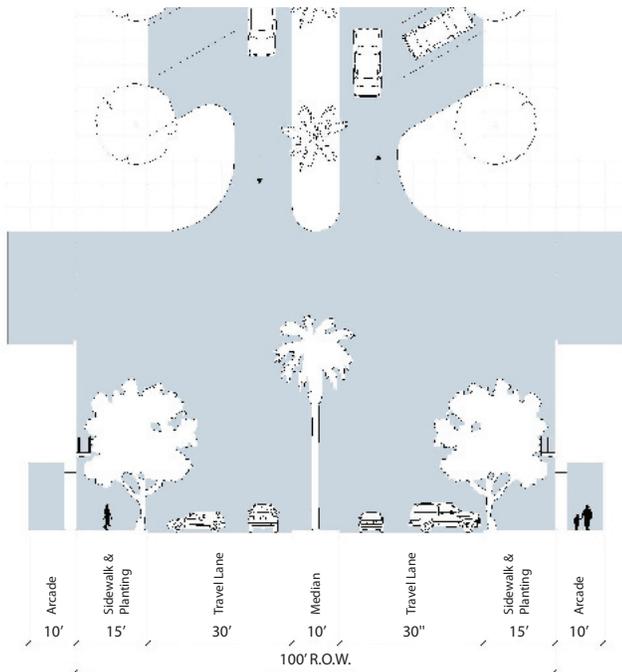


Figure 4.17: Parking Plaza Street Section (1" = 40')

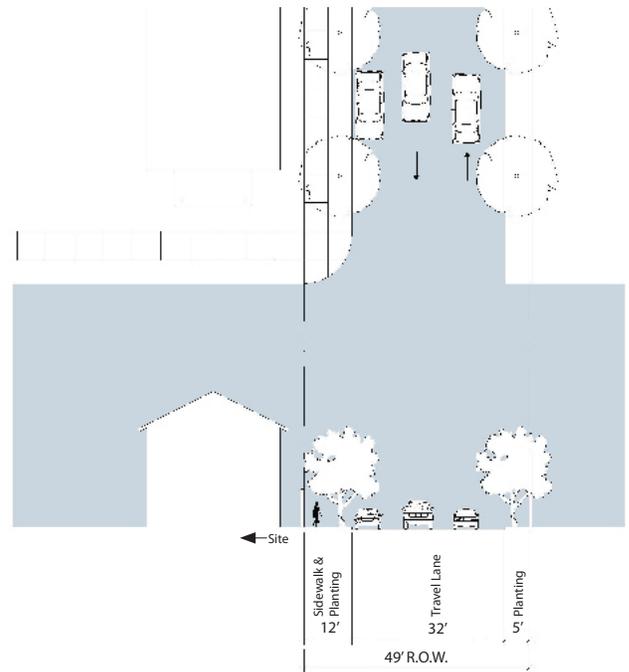


Figure 4.18: Blackburn Road Section (1" = 40')

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## IV. INFRASTRUCTURE PLAN

### PARKING

#### D. Parking Standards

1. Objectives. The purpose of the parking standards in this section is to provide design standards that ensure that parking areas are usable and harmonious within the neighborhood.
2. Guiding Principles. The parking standards for Parklands incorporate the following key principles.

- a. Draw on historic American small towns and neighborhoods as precedents. The parking standards in this chapter reflect parking patterns and norms observed in traditional California downtowns, small towns, villages, and neighborhoods. They allow for a fine-grain mix of uses (for example, apartments above a shop), and for the creation of a compact, closely-knit neighborhood fabric.

They also allow uses within a building to change easily over time, as a village center evolves.

- b. Use on-street parking. Traditional neighborhoods, with their network of small blocks, and parking allowed on both sides of most streets (including village main streets), are able to accommodate much of a neighborhood's parking demand on the street. On-street spaces also allow for more parking with less pavement, as streets serve as both access routes and parking aisles.
  - c. Promote pedestrian activities. The creation of neighborhoods with many of the necessities of daily life within walking distance also allows households to make more trips on foot or by bicycle, further reducing parking demand.
3. Number of Parking Spaces. Each land use shall be provided with a fixed number of parking spaces required for the zone in which it is located (please refer to Articles 24P.202.3.C, 24P.202.4.C, and 24P.202.5.C, Urban Standards of this Code for specific requirements), except where the parking requirements are reduced or otherwise changed in compliance with the following:
    - a. In the Urban General Corridor Zone, on-street parking (Article 24P.202.3) along the frontage lines of the site shall be counted toward the fulfillment of these parking requirements.
    - b. Each Live/Work Unit, including both its living

space and working space, shall be counted as one dwelling unit.

#### E. Landscape Standards: Public Realm.

1. General Requirements. Landscape shall enhance and promote the environmental quality and the aesthetic character of the Parklands plan area in the following ways:
  - a. The landscape shall define, unify and enhance the public realm; including streets, greens, parks and front yards.
  - b. Deciduous trees on the south and west side of buildings shall provide passive solar functions of cooling in summer and allow filtered light and warming in winter.
  - c. The landscape shall be sensitive to its environmental context and utilize plant species that reduce the need for supplemental irrigation water.
  - d. The landscape shall cleanse and detain storm water on site by utilizing a combination of biofiltration, permeable paving and subsurface detention methods.
  - e. The landscape shall create a sense of enclosure and protection from the traffic of the 126 Freeway, Telegraph Road, and Wells Road.
2. Public Realm Landscape Structure. Streets with comfortable sidewalks and planted parkways provide the unifying structure of Parklands' neighborhoods. Trees form a canopy, define the street edge, and invite pedestrian activity. Every thoroughfare shall be lined with tree species that reflect local environmental conditions and individual cultural requirements.

The street and open space network allows residents the opportunity to fully explore passive and active recreation options within walking distance of their homes. Parks and greens are placed strategically within Parklands to maximize community access to open space.

3. Sustainability. The goal for the overall landscape design is to create a unified, harmonious, and aesthetically pleasing environment that also integrates sustainable concepts and solutions that restore natural functions and processes. The public right of way and urban street runoff becomes an extension of existing drainage pathways and the natural ecology. The

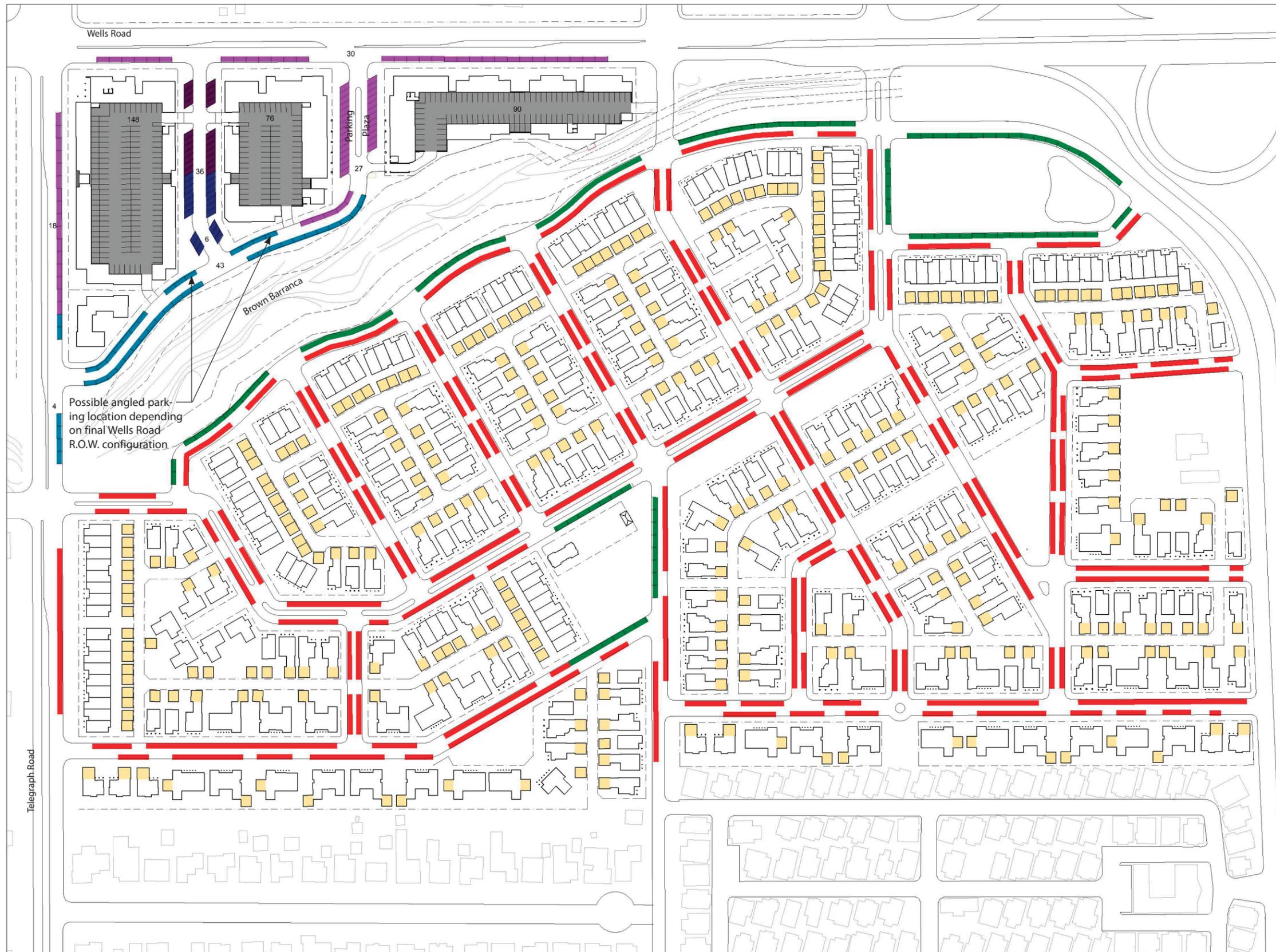


TABLE 4.1  
Parking Allocation and Quantity

ON-SITE PARKING		
	Commercial - on private street	22 stalls
	Multi-Family Residential - in garage (Market Rate and Moderate Income)	314 stalls
	Multi-Family Residential - on private street (Market Rate, Moderate Income, and Very Low Income)	20 stalls
	Single Family Residential	652 stalls
	<b>TOTAL ON-SITE PARKING</b>	<b>1,008 stalls</b>
ON-STREET PARKING		
	Multi-Family Residential Visitor	44 stalls
	Commercial	78 stalls
	Single Family Visitor	597 stalls
	Civic Building / Park	100 stalls
	<b>TOTAL ON-STREET PARKING</b>	<b>819 stalls</b>
	<b>TOTAL PARKING</b>	<b>1,827 stalls</b>

Figure 4.19: Parking Plan

## IV. INFRASTRUCTURE PLAN

### LANDSCAPE STANDARDS: PUBLIC REALM (CONTINUED)

environmental implications reach beyond the project site to surrounding neighborhoods as well as the regional watershed.

Water efficient landscaping will be introduced (following a soil/climate analysis to determine the most appropriate indigenous/native-in-character, drought tolerant plants) to reduce irrigation requirements. Lawn will be restricted to areas of passive and active recreation and bioswales. Wherever lawn is used, the selected species will be a deep-rooted variety with low watering requirements. All planted areas, except for lawn and seeded groundcover, will receive a surface layer of specified recycled mulch to assist in the retention of moisture and reduce watering requirements, while minimizing weed growth and reducing the need for chemical herbicide treatments.

Where irrigation is required, high efficiency irrigation technology with low-pressure applications such as drip, soaker hose, rain shut-off devices, and low volume spray will be used. The efficiency and uniformity of a low water flow rate reduces evaporation and runoff and encourages deep percolation. After the initial growth period of three to seven years, irrigation may be limited in accordance with City requirements then in place.

The location and selection of all new tree planting will adhere to 'green infrastructure' principles by visually expressing the underlying interconnectivity of the neighborhood. Species selection will be in character with the local and regional environment, and comprised of an appropriate mix of evergreen and deciduous trees. Trees will be used to define the landscape character of recreation and open space areas, identify entry points, and reinforce the legibility of the neighborhood by defining major and minor thoroughfares for pedestrians, bicycles and vehicles. Trees with a distinctive character, either in form or foliage color, will be placed at major entry points to the community.

Deciduous trees will be planted in open spaces and at buildings with south and west orientation in order to provide passive solar light and heat gain in winter, and cooling shade through summer.

4. Park Typology. The Parklands Specific Plan is conceived around a system of neighborhood parks designed to provide residents of all ages with a variety of outdoor experiences (See Figure 4.20, Park Distribution Plan).

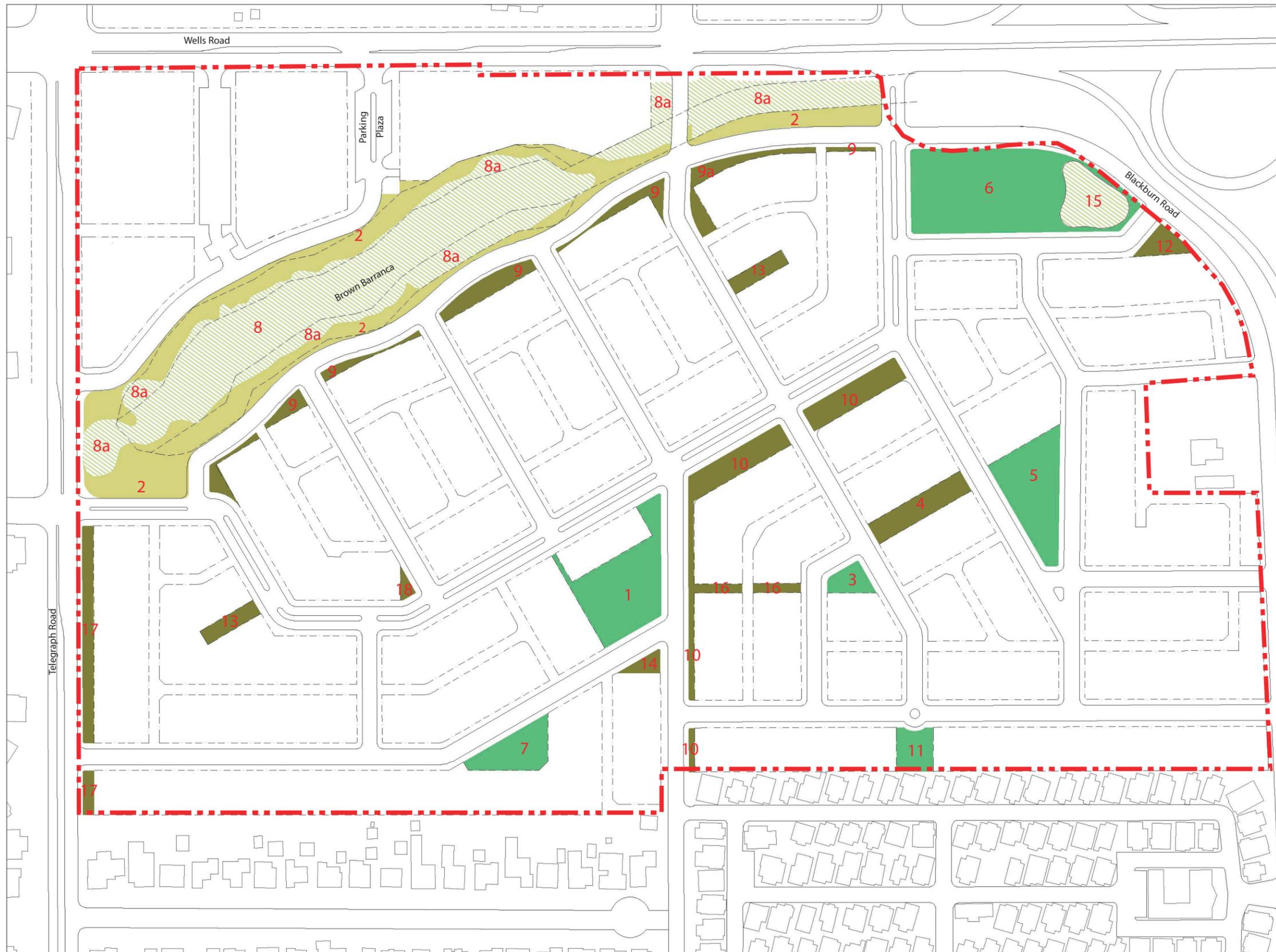
Although the character of each of these spaces differs, they form the community's collective open space and encourage residents and visitors alike to spend time in the company of others or to find solitude. This Specific Plan sets policy and general design parameters. All parks plans must be approved by the Parks and Recreation Commission and the Design Review Board.

Parklands provides a wide variety of parks with different uses and sizes. These are illustrated in Figure 4.20 and Table 4.2.

TABLE 4.2  
Individual Park Types and Open Space Areas

	Park Type	Park Type	Area (acres)	Owned by	Maintained By
1	Central Park	Active	0.83	City	
2*	Linear Park/ Bike Path	-	2.61	City	
3	Tot Lot	Active	0.09	City	MAD
4	Rosewalk	Passive	0.20	HOA	HOA
5	Neighborhood Park 1	Active	0.50	City	
6	Recreation Field	Active	1.44	City	
7	Neighborhood Park 2	Active	0.23	City	MAD
8	Barranca	Preserve	3.69	City	MAD
8a	Native Restoration/ Restoration	Natural Preserve	(includ- ed in 8)	City	MAD
9	Parkway	Passive	0.56	HOA	HOA
9a	Parkway	Passive	(includ- ed in 9)	HOA	HOA
10	Parkway	Passive	0.56	HOA	HOA
11	Pocket Park	Active	0.14	City	MAD
12	Pocket Park	Passive	0.02	HOA	HOA
13	Court	Passive	0.16	HOA	HOA
14	Pocket Park	Passive	0.02	HOA	HOA
15	Detention Basin	Preserve	(includ- ed in 6)	City	
16	Allee	Passive	0.07	HOA	HOA
17	Parkway	Passive	0.21	HOA	HOA
18	Pocket Park	Passive	0.02	HOA	HOA
	TOTAL		11.35		

\* Linear Park part of City's Linear Park System.



**TABLE 4.3**  
Park Types and Areas

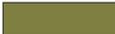
	Natural Preserve	3.96 acres
	Passive	1.82 acres
	City Mandated Linear Park	2.61 acres
	Active	3.23 acres
	<b>TOTAL</b>	<b>11.62 acres</b>

Figure 4.20: Park Distribution Plan

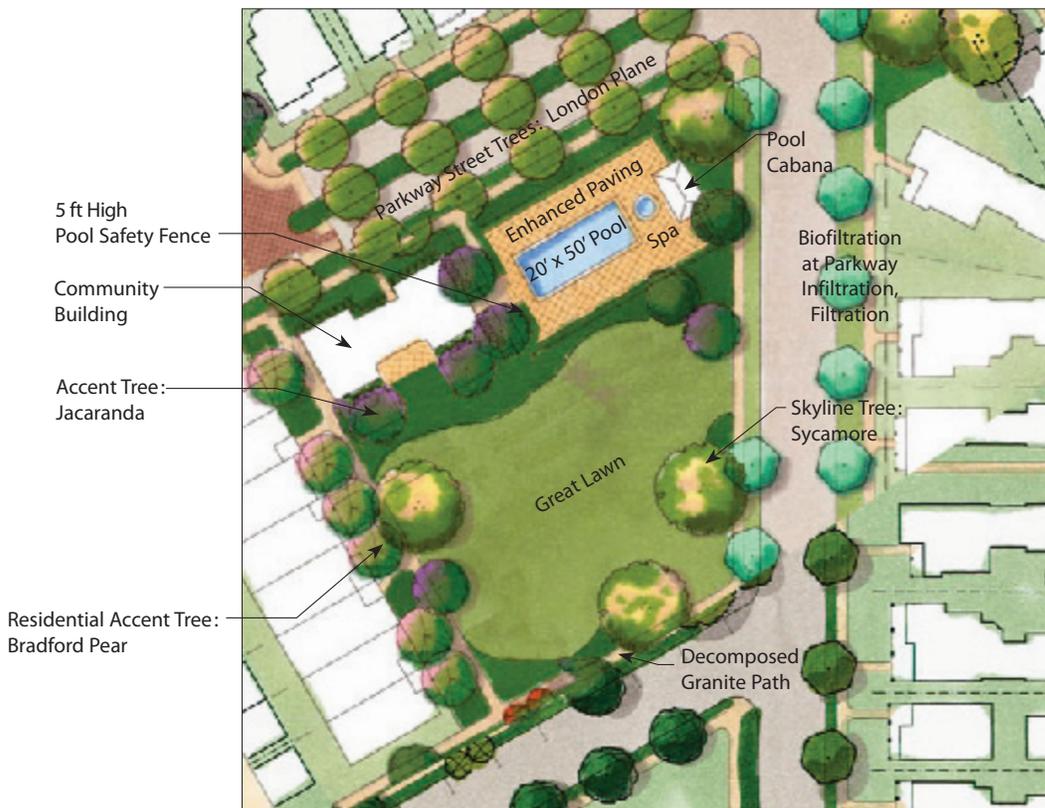


IV. INFRASTRUCTURE PLAN  
 LANDSCAPE STANDARDS: PUBLIC REALM (CONTINUED)



Park Location Key

- 1. Central Park
- 2. Linear Park
- 3. Typical Tot Lot
- 4. Rosewalk
- 5. Parking Plaza
- 6. Neighborhood Park 1
- 7. Neighborhood Park 2
- 8. Recreation Field and Detention Basin



1. Central Park (Figure 4.21): Central Park has a community building, swimming pool, open lawn area, fountain and outdoor seating.

Figure 4.21: Central Park Illustrative Plan

2. Linear Park (Figure 4.22): The Linear Park Class I Bikeway features meandering sidewalks and decomposed granite "scramble trails". Tot lots (informal lawn areas) and group picnic/BBQ areas are located throughout, with bicycle racks at each stopping point.

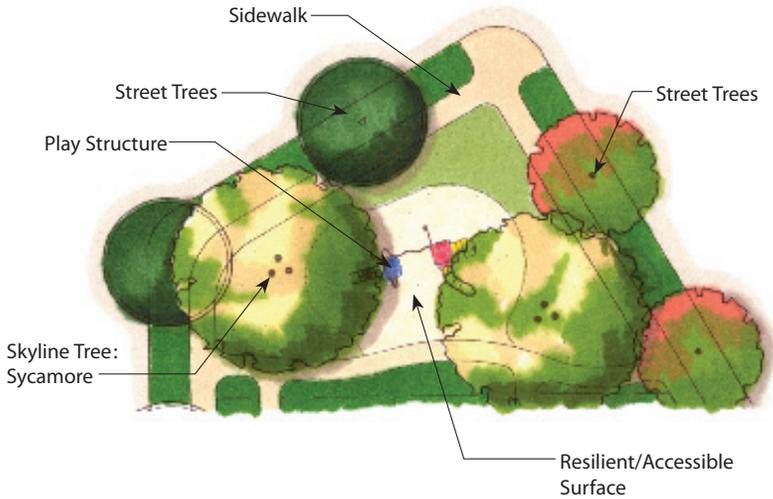


Figure 4.22: Linear Park Illustrative Plan

# IV. INFRASTRUCTURE PLAN

## LANDSCAPE STANDARDS: PUBLIC REALM (CONTINUED)

### 4. Park Typology (continued)



3. Tot Lot (Figure 4.23): Tot lots with play structures are located within walking distance to residences to foster greater use. Resilient surfaces accommodate wheelchair and stroller access; benches and site furniture are placed in open lawn areas.

Figure 4.23: Tot Lot Illustrative Plan



4. Rosewalk (Figure 4.24): The Rosewalks are landscaped walkways fronting the units. Outer walks are edged with low boxwood hedges. Upright flowering trees about the residences. These central lawn areas are slightly depressed adding visual topographic variation and serving to collect and cleanse runoff.

Figure 4.24: Rosewalk Illustrative Plan

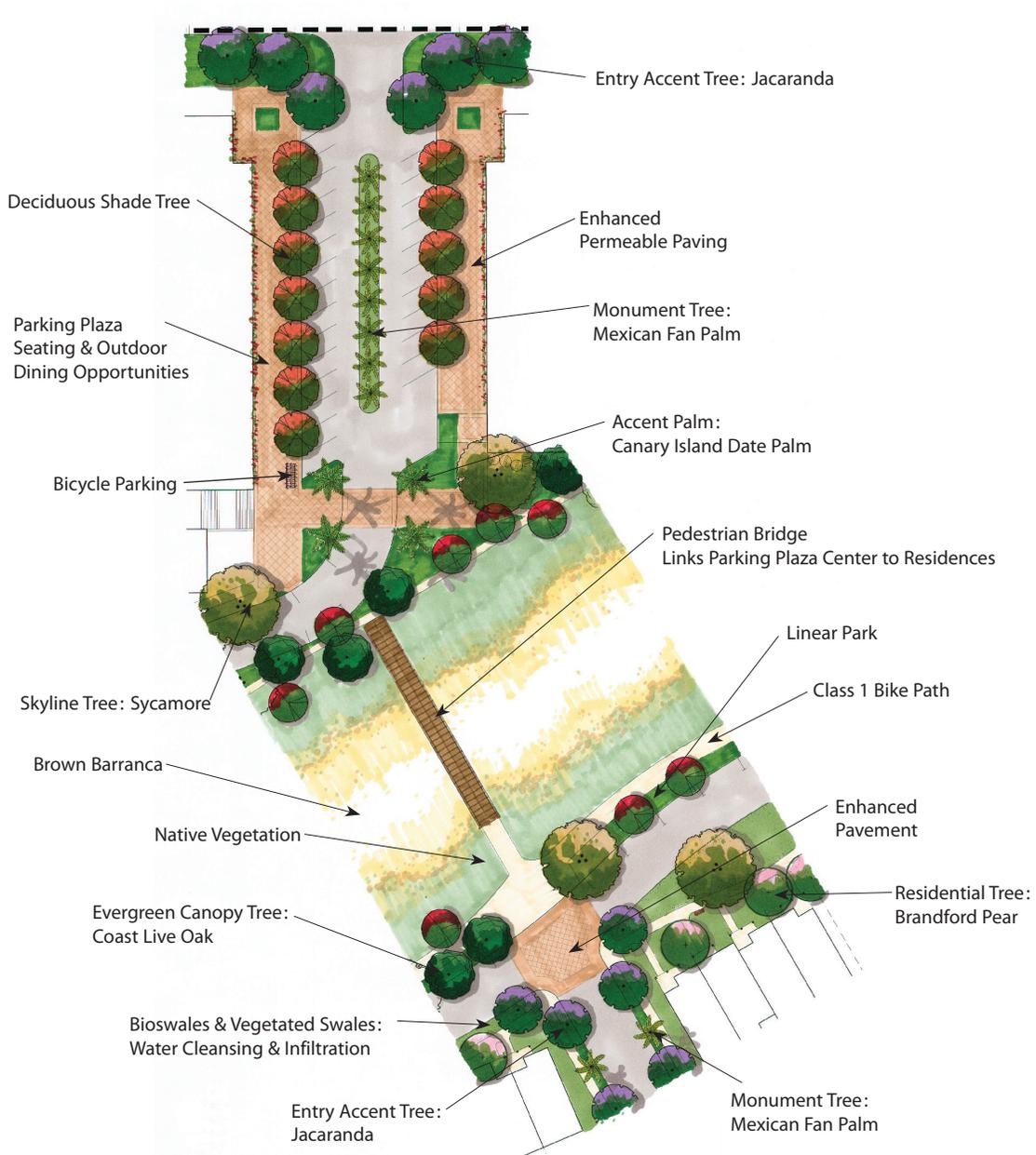


Figure 4.25: Mixed Use Plaza Illustrative Plan

5. Parking Plaza accessed by pedestrian bridge to Linear Park (Figure 4.25): The pedestrian bridge which spans Brown Barranca allows access from the Saticoy & Wells Community and on-site residential neighborhoods to the Neighborhood Center. The bridge is visually strengthened with enhanced paving at each end point and accent trees.

# IV. INFRASTRUCTURE PLAN

## LANDSCAPE STANDARDS: PUBLIC REALM (CONTINUED)

### 4. Park Typology (continued)

6. Neighborhood Park 1 (Figure 4.26):  
Park provides visual open space, lawn area for passive or active recreation, picnic area, and permeable pathway.



Figure 4.26: Neighborhood Park 1 Illustrative Plan

7. Neighborhood Park 2 (Figure 4.27): Large open lawn for recreation and visual open space, picnic area with BBQ's and sidewalks to individual homes. Bench seating and bicycle parking also provided.

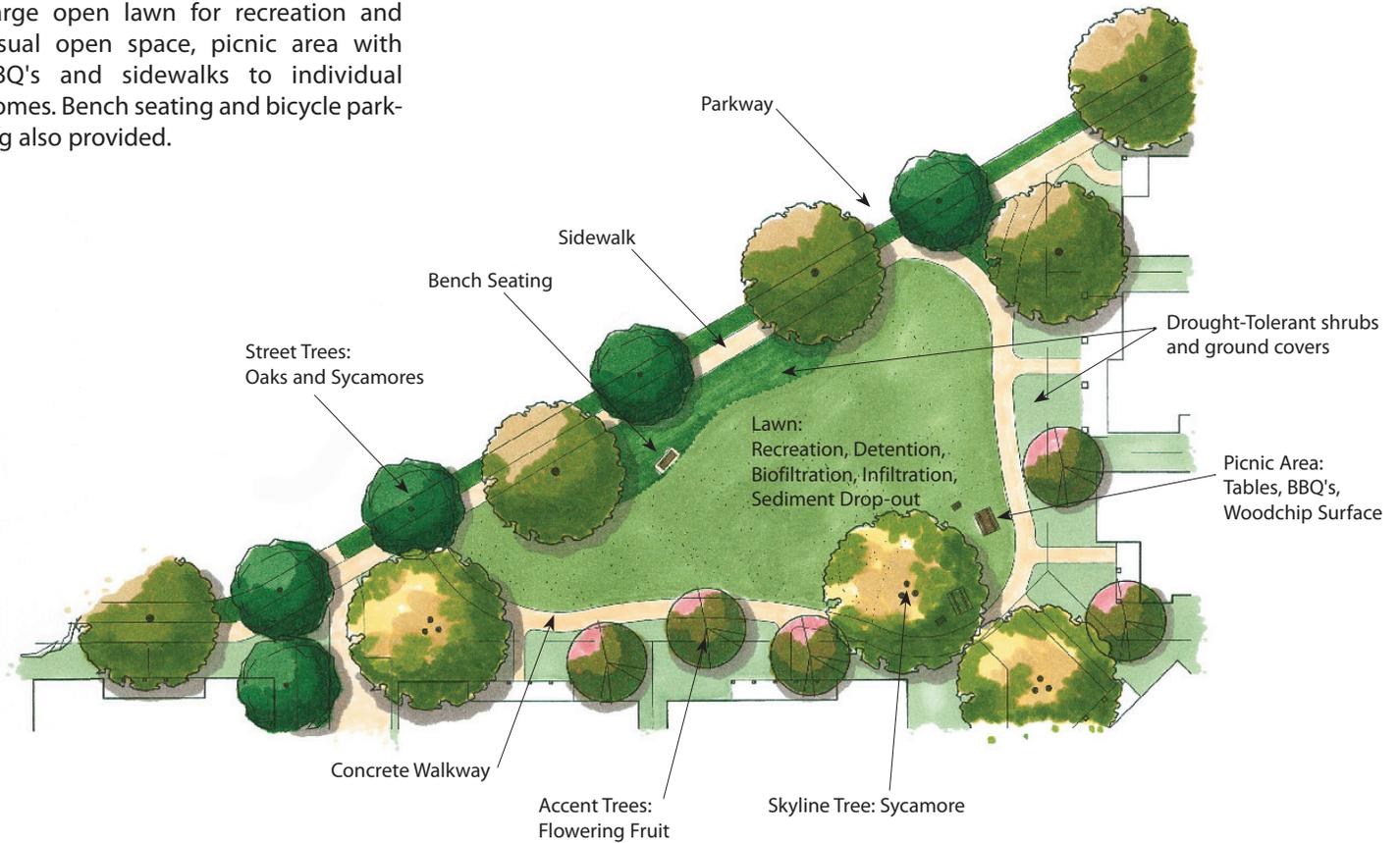
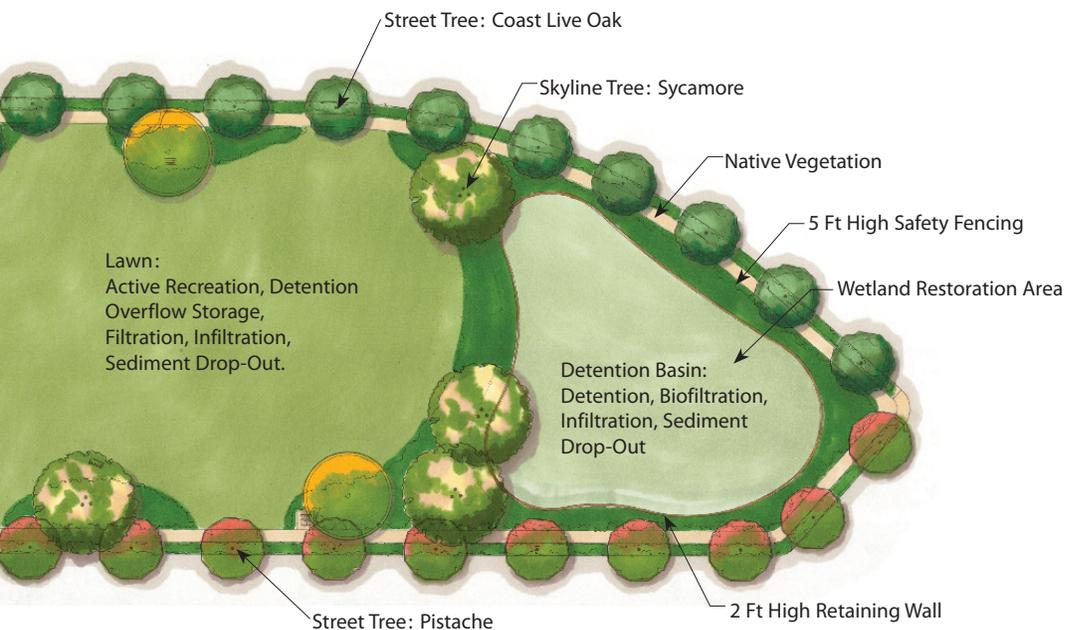


Figure 4.27: Neighborhood Park 2 Illustrative Plan



8. Recreation Field within Detention Basin (Figure 4.28): A large open turf area provides both active recreation to the Saticoy & Wells Community and to on-site residents and overflow storm-water detention. The lawn is sized to accommodate youth soccer, football practice, frisbee toss, lacrosse, bocce, volleyball and badminton. Benches are placed under canopy shade trees, with bicycle parking and walkways.

During inclement weather, should the detention basin fill up, the turf area is sloped to accommodate excess runoff, additional storage and filtration. The basin is designed to be safe from water hazards to children and domestic animals.

Figure 4.28: Recreation Field within Detention Basin Illustrative Plan

## IV. INFRASTRUCTURE PLAN

### LANDSCAPE STANDARDS: PUBLIC REALM (CONTINUED)

#### 5. Street Trees.

1. General. The street tree allocation for Parklands is shown in Figure 4.29. Large trees with arching canopies shall be planted as allees in continuous parkway strips or individual tree wells parallel to the adjacent curb on both sides of the street and in street medians where appropriate. Tree spacing shall be no more than 30 feet on center. Consistency in tree spacing and species shall be used to create a strong street identity by establishing order, and a sense of peaceful unity to the public realm as follows:

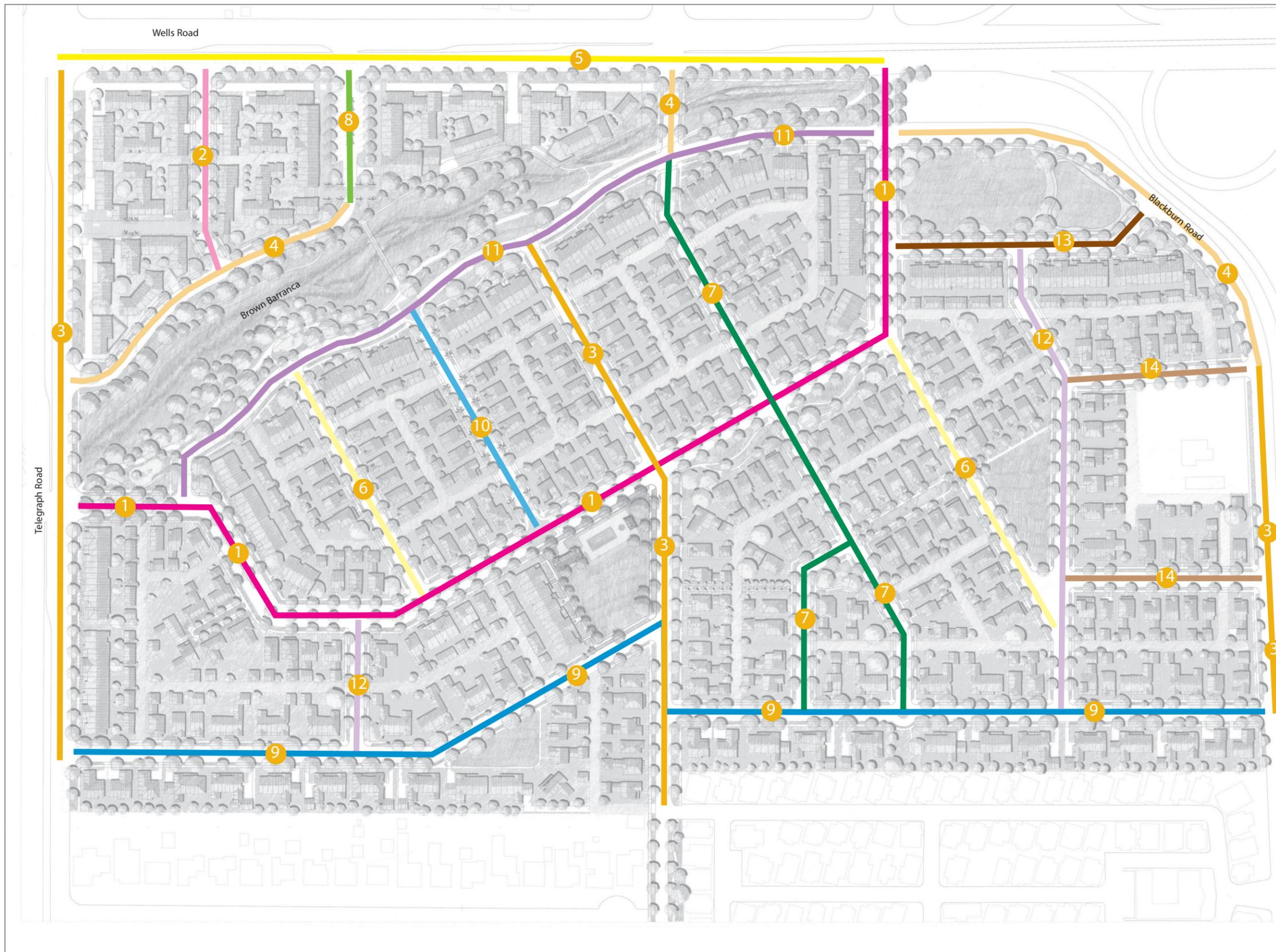
- a. There are several thoroughfare types (including alleys) in Parklands and each has distinctive configurations and contextual differences. Trees on all thoroughfares clarify and reinforce the street context with single species planted in rows as described in General above.
- b. Species selection proportionately mixes evergreen and deciduous trees to define the borders of recreation and open space areas, entry points, major and minor thoroughfares and pathways for pedestrians, bicycles and vehicles. London Plane Trees are planted along the Two-Lane Parkway in order to facilitate way finding system. Trees with a distinctive character, either in form or foliage color, are placed at major entry points.
- c. The street trees on the northern edge of Blackburn Road, facing the 126 Freeway, shall be comprised of densely foliated trees and shrubs in order to create a buffer from traffic views and sound.
- d. Wells Road, Blackburn Road, Carlos Street, Telegraph Road, and Two-Lane Parkway (street type "A" on Figure 4.3, Street Network Plan) shall be planted with 36-inch box sized plant material and all other streets shall be planted with 24-inch box plant material.

Proposed street trees must be approved by the Tree Advisory Committee.

#### 6. Sustainability and the Street Edge.

- a. Street trees shall be deciduous except where otherwise indicated on the Street Tree Plan in order to provide seasonal climate control and to direct rain water to planted parkways.

- b. Runoff from sidewalks shall be conveyed to planted parkways. Overflow from parkways and runoff from the roadways will be directed into pervious paving in parallel parking areas, where it can infiltrate quickly into the ground or subterranean detention. Perforated curbs through which street stormwater runoff can flow to parkways and open vegetated swales are provided.



Key		STREET TREES	
	SCIENTIFIC NAME	COMMON NAME	
1	<i>Platanus acerifolia</i> 'Bloodgood'	London Plane Tree	
2			
3	<i>Chorisia speciosa</i>	Floss Silk Tree	
4	<i>Tristania conferta</i>	Brisbane Box	
5	<i>Quercus agrifolia</i>	Coast Live Oak	
6	<i>Eucalyptus ficifolia</i>	Red-Flowering Gum	
7	<i>Arbutus 'Marina'</i>	no common name	
8	<i>Quercus suber</i>	Cork Oak	
9	<i>Washingtonia robusta</i>	Mexican Fan Palm	
10	<i>Koelreuteria bipinnata</i>	Chinese Flame Tree	
11	<i>Quercus agrifolia</i>	Coast Live Oak	
12	<i>Platanus racemosa</i>	California Sycamore	
13	<i>Washingtonia robusta</i>	Mexican Fan Palm	
14	<i>Jacaranda mimosifolia</i>	Jacaranda	
	<i>Quercus agrifolia</i>	Coast Live Oak	
		Various skyline trees*	
		Various edible trees*	
	<i>Quercus virginiana</i>	Southern Live Oak	
	<i>Pistache chinensis</i>	Pistachio Tree	
Alley Trees			
	<i>Koelreuteria bipinnata</i>	Chinese Flame Tree	
	<i>Callistemon viminalis</i>	Weeping Bottlebrush	
	<i>Maytenus boaria</i>	Mayten Tree	
	<i>Metrosideros excelsus</i>	New Zealand Christmas Tree	
	<i>Pittosporum rhombifolium</i>	Queensland Pittosporum	
	<i>Stenocarpus sinuatus</i>	Firewheel Tree	

\* See Chapter III, Article D, Section III.d (Preliminary Plant List)

Figure 4.29: Street Tree Plan



## IV. INFRASTRUCTURE PLAN

### LANDSCAPE STANDARDS: PUBLIC REALM (CONTINUED)

7. Green Infrastructure: Sustainable Stormwater Management. Water and Hydrology components of the Landscape Plan integrate sustainable concepts, and maintain and restore natural functions and processes.

Public rights-of-way carry runoff from streets as extensions of the natural stream and surface runoff system (Figure 4.31). Note: This ecological concept transcends the project site to positively affect the surrounding neighborhoods and the regional watershed.

Two primary objectives of these components are to (1) reduce volume and rate of runoff and (2) eliminate or minimize runoff pollutants through natural filtration. These objectives will be met by:

1. Conserving the existing Barranca and its water cleansing functions (Figure 4.30);
2. Maximizing the use of trees;
3. Controlling runoff into vegetated swales and biofiltration strips;
4. Maximizing pervious areas;
5. Utilizing permeable paving surfaces where applicable in alleys;
6. Constructing a major detention basin, and
7. Removing sediments from runoff.

\* Vegetated swales located within parkway strips are planted with grass and maintained by way of watering, mowing, and periodic fertilizing.



Figure 4.30: Hydrology and Stormwater Management Plan

-  detention basin:  
Detention, biofiltration, infiltration, sediment drop-out, reduced runoff
  -  Turf areas - opportunity for depressed areas:  
Street and building runoff, mini-detention, filtration, sediment dropout, decreased runoff
  -  Open vegetated swale with infiltration trench at Parkway:  
Infiltration, filtration, sediment dropout
  -  Biofiltration strip/open vegetated swale with infiltration trench at parks/ open space:  
Street and building runoff, biofiltration, sediment dropout, reduced runoff
- Permeable pavement- pavers on sand, decomposed granite, open-cell pavers:  
Infiltration, filtration, sediment drop-out

Section through Barranca and Edge Drive (Figure 4.31): The continuing Barranca is enhanced by the removal of invasive plant material and replanting with appropriate native vegetation. Linear parks are located on both sides of the natural course of the Barranca, using low water plant species so as not to add to the water load on the Barranca banks. The top of bank areas on each side of the Barranca are sloped away to minimize erosion and ponding. Water is directed to a series of biofiltration swales where runoff is cleansed on the Property. These swales infiltrate water reducing runoff and assist with sediment dropout. Street runoff is directed through perforated curbs to open vegetated swales, where filtration, infiltration and sediment dropout occur.

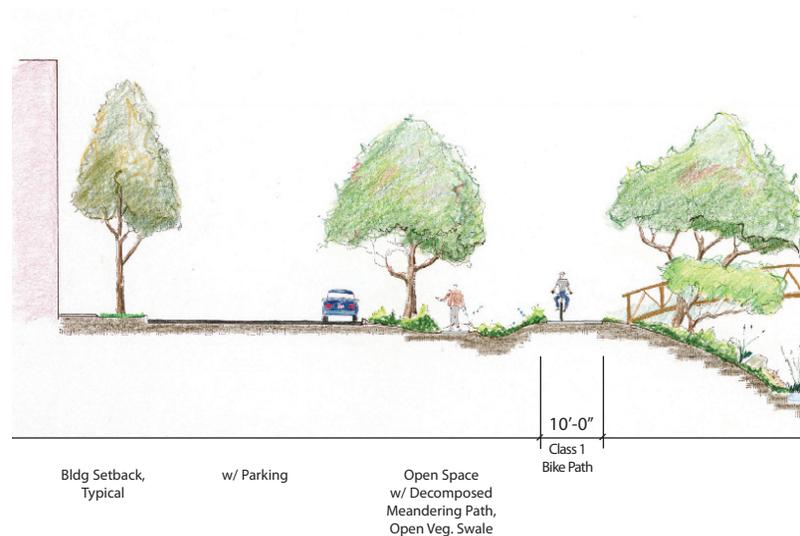


Figure 4.31: Section through Barranca and Edge Drive

Section through the Central Parkway (Figure 4.32): The street section shows the relationship between sidewalk, parkway, parking aisles, drive aisles and center median. The median and parkway strips are planted with a canopy of deciduous trees, shading and cooling the street and parked cars, reducing both heat buildup and air pollution. The street runoff is directed to bioswales and open vegetated swales in the center median, parkways and interior parks. Runoff is biologically filtered, entering filtration trenches to reduce the quantity and velocity of water reaching the piped stormwater system.

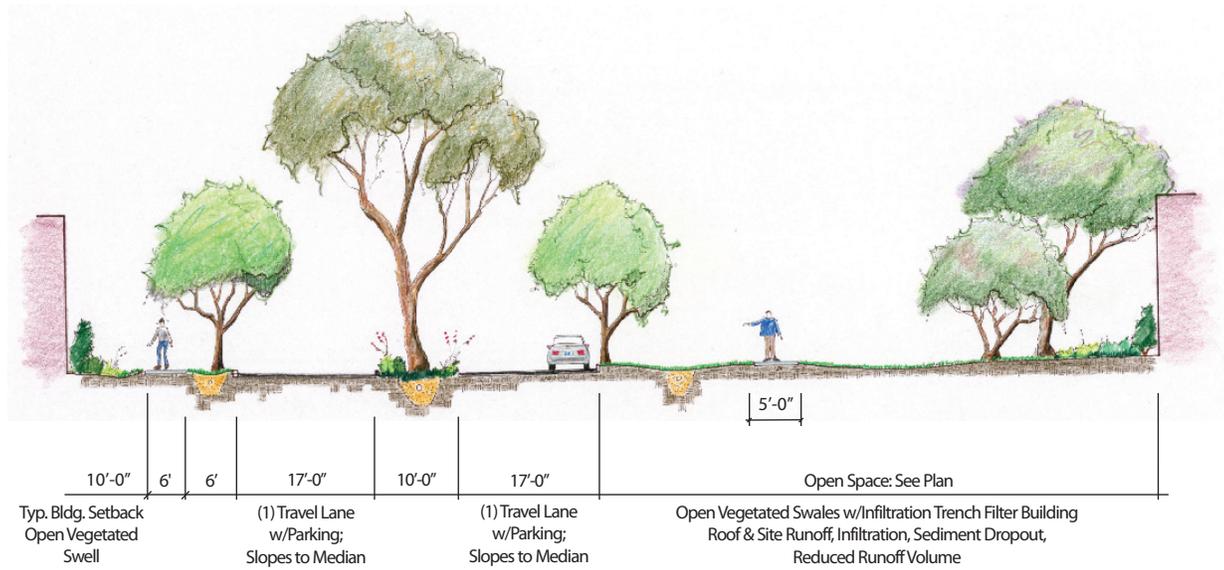
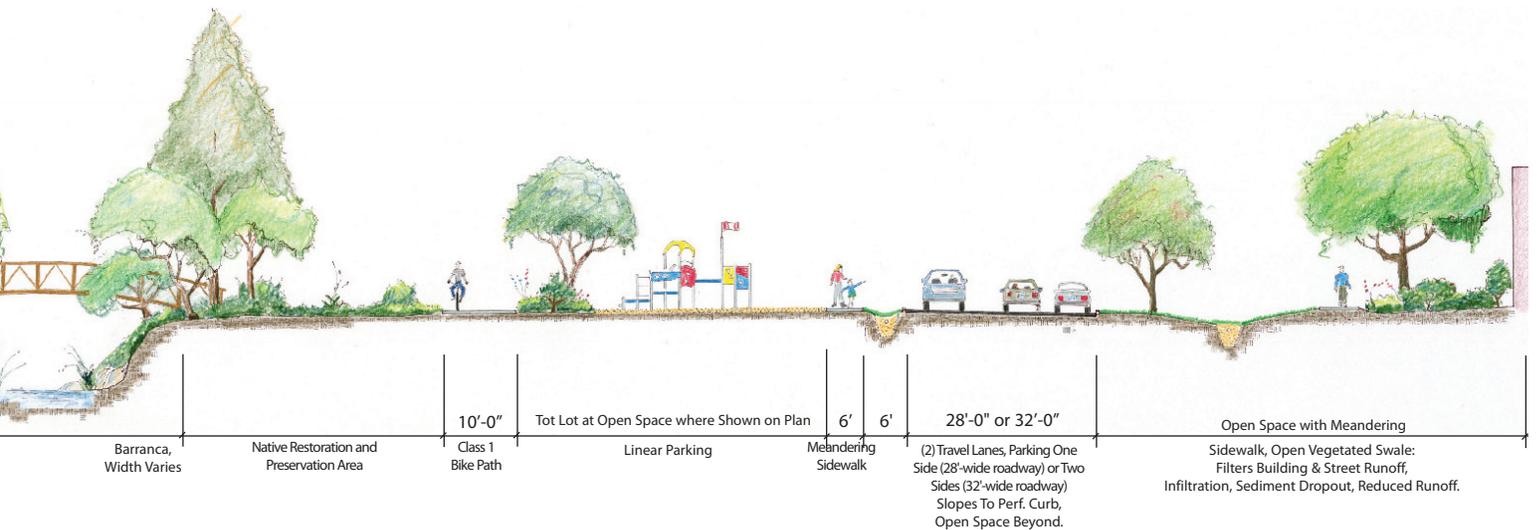


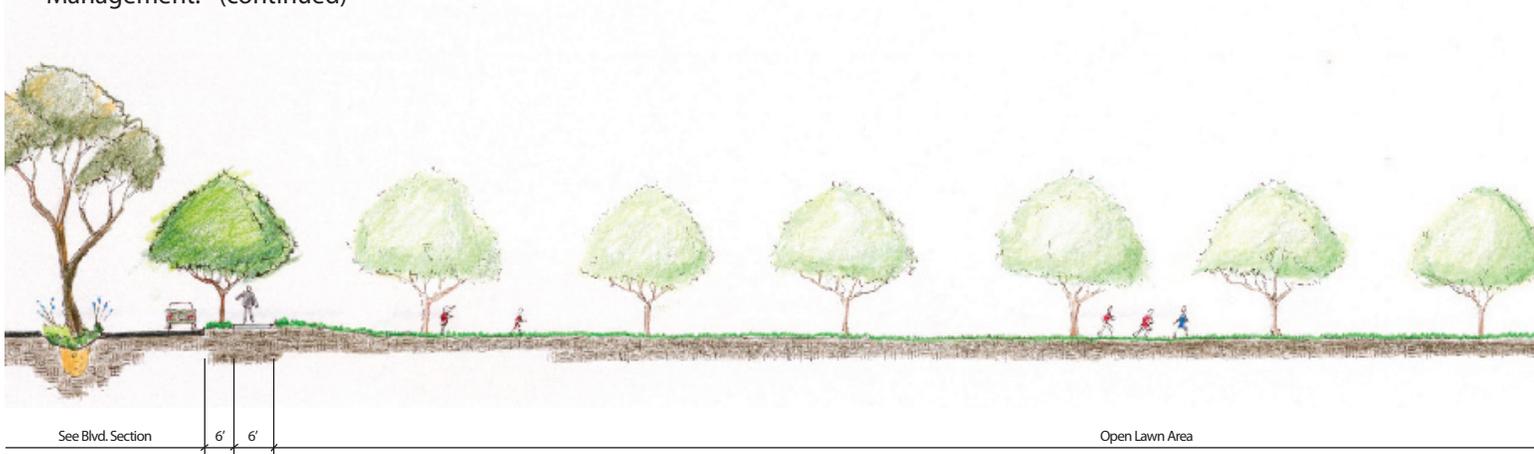
Figure 4.32: Section through the Central Parkway



# IV. INFRASTRUCTURE PLAN

## LANDSCAPE STANDARDS: PUBLIC REALM (CONTINUED)

### 7. Green Infrastructure: Sustainable Stormwater Management. (continued)



Section through Recreation Area and Detention Basin (Figure 4.33): The recreation area has multiple functions:

- (a) The open lawn area is available for active and casual recreation and sports, except during storm conditions;
- (b) As the detention basin fills during periods of severe inundation, the lawn area becomes an overflow storage basin capable of retaining additional runoff; and filtering stormwater;
- (c) The detention basin filters runoff for cleansing and allows water to infiltrate, reducing off-site volume and increasing sediment dropout. (Note: This detention basin has been designed to detain a 100-year storm event).

Section through typical Alley (Figure 4.34): Alleys are paved with a concrete travel lane flanked by gravel-filled open cell permeable paving to assist infiltration and diffuse runoff. The gravel also filters the water, cleansing pollutants prior to entering the stormwater pipe system.

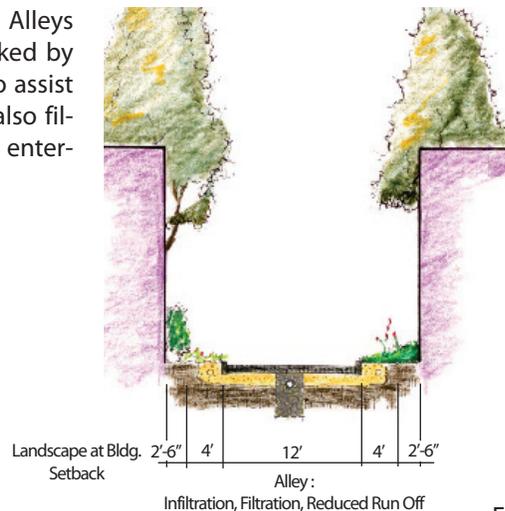


Figure 4.34: Section Through Typical Alley

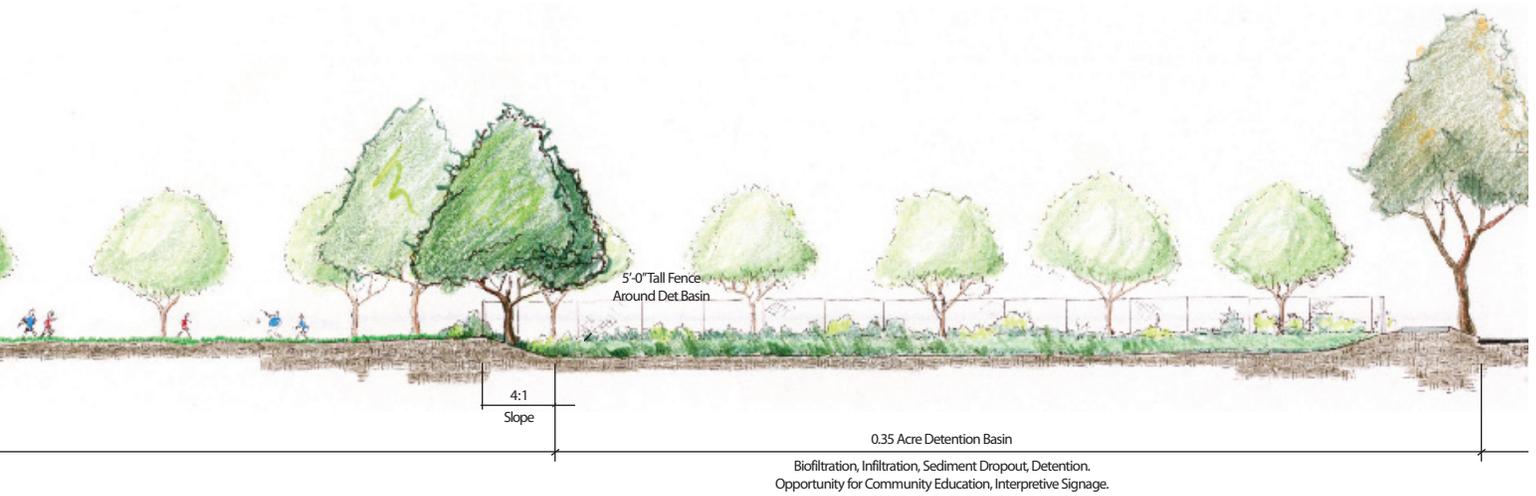
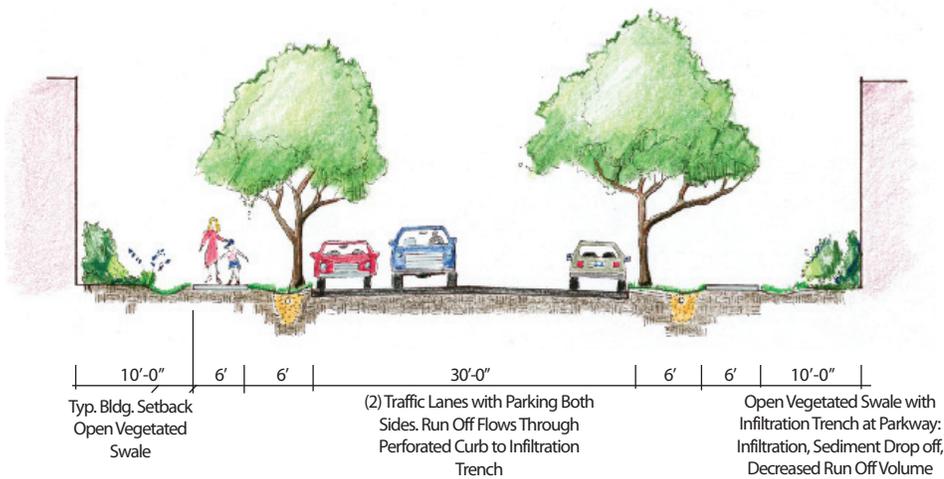


Figure 4.33: Section Through Recreation Area and Detention Basin



Typical Residential Street Section (Figure 4.35): Canopy trees are planted in the parkways separating the street from the sidewalk along both sides. Trees filter air pollutants and deflect rainfall to diffuse runoff. Trees shade the pavement, reducing heat islands. Trees provide visual relief from asphalt paved areas. Runoff within the street is directed to open vegetated swales and infiltration trenches in each parkway.

Figure 4.35: Typical Residential Street Section

## IV. INFRASTRUCTURE PLAN

### RIPARIAN MITIGATION

- F. Riparian Mitigation. The development of Parklands requires the removal of riparian vegetation in the Barranca area. This removal is mitigated on site through the establishment of native riparian restoration areas as well as the removal of invasive species and subsequent replacement with arroyo willow riparian forest vegetation (see Figures 4.36 and 4.37). Please refer to Section 24P.210.F (Acceptable Plant Materials) for plants to be used in mitigation (pages 3:55 - 3:60).

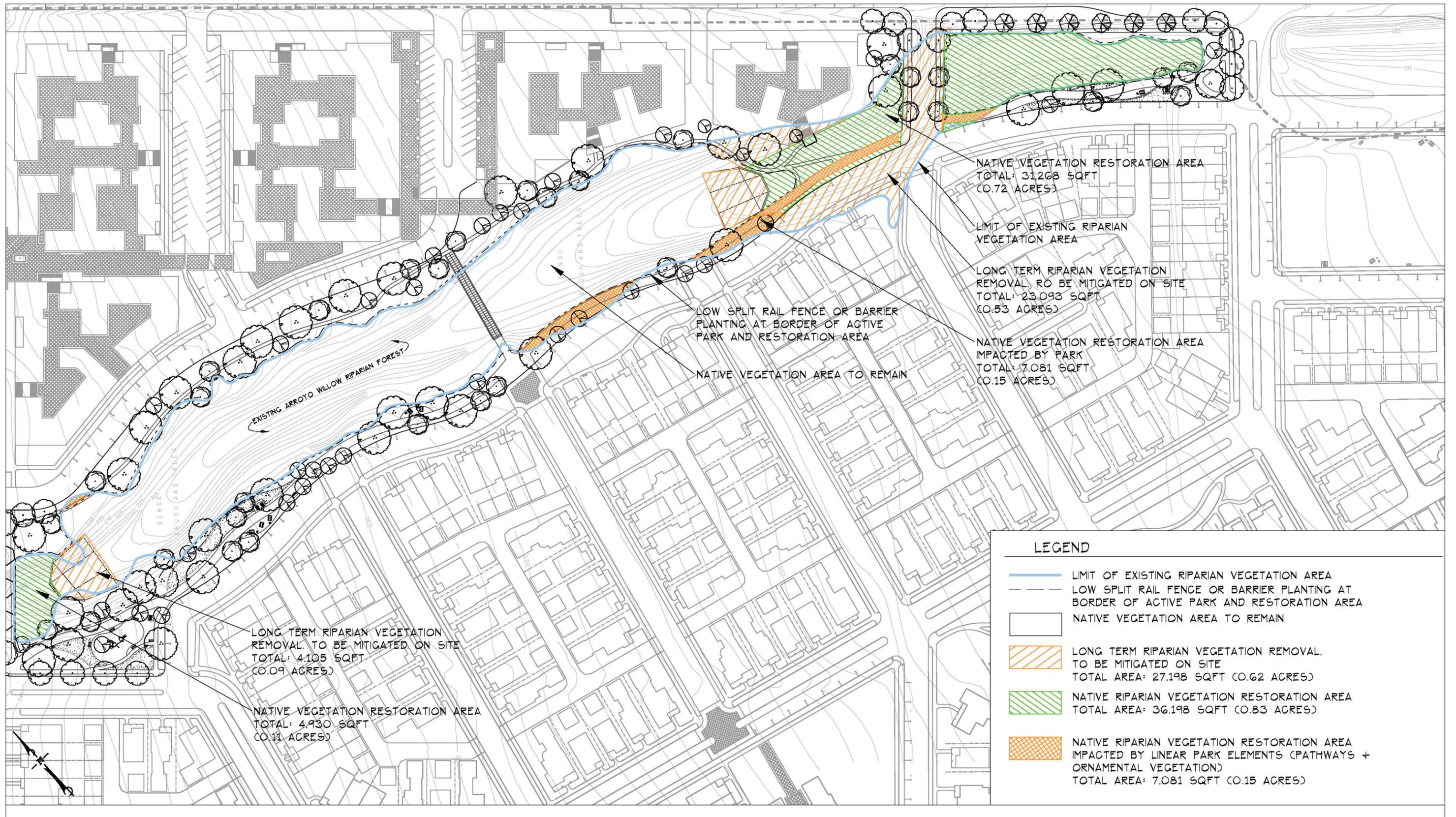


Figure 4.36: Barranca Preserve and Restoration Areas

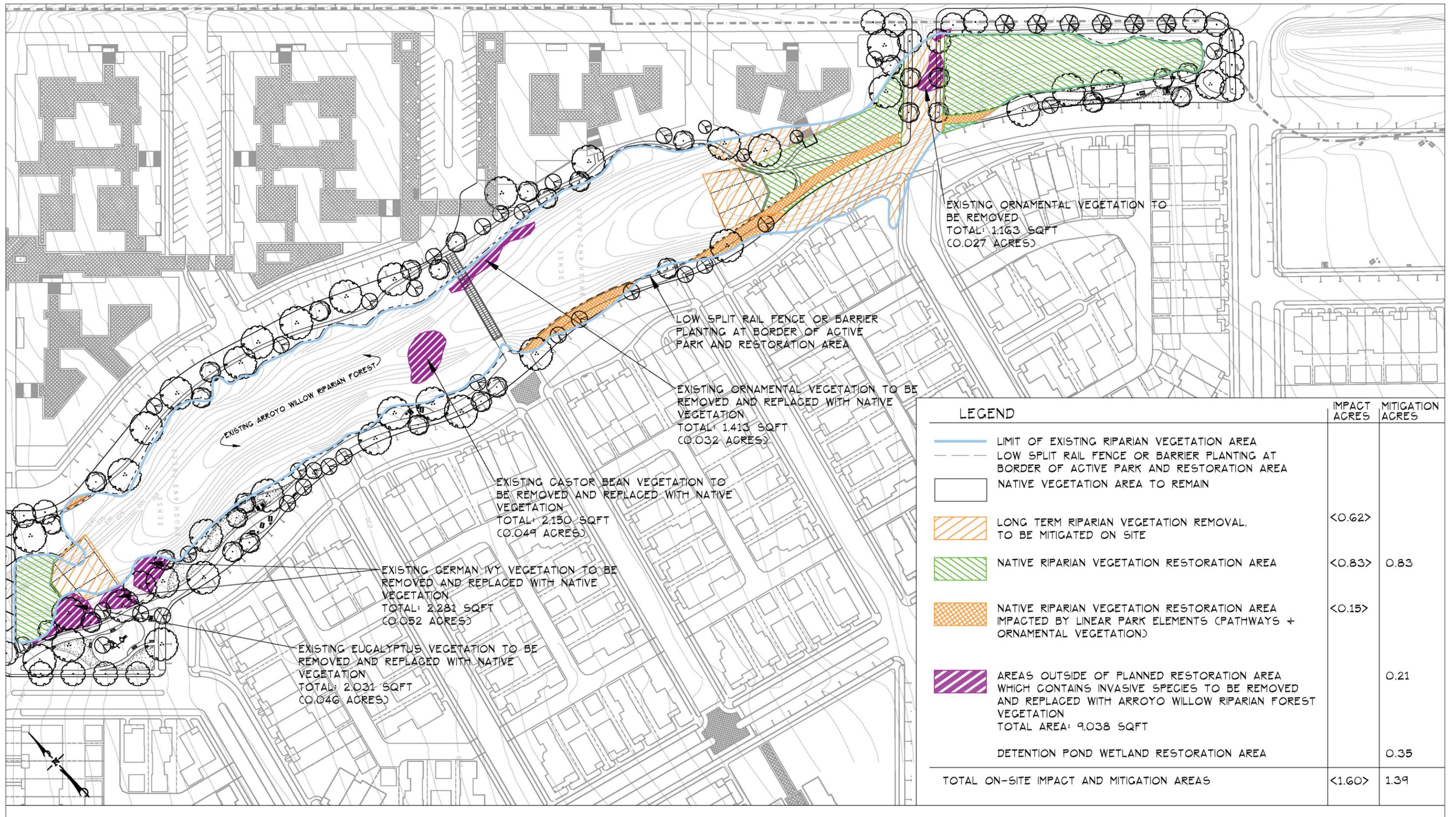


Figure 4.37: Barranca Existing Vegetation Restoration Areas

## V. IMPLEMENTATION

### Introduction

This chapter identifies and describes how implementation of the Specific Plan as addressed through: a) An Economic Strategy, b) a Phasing Strategy.

The following actions must be completed prior to the approval and consequent implementation of this Specific Plan:

- Annexation
- General Plan Amendment
- Zone Amendments
- Tentative Map
- Planned Development Permits
- Design review approval
- Development Agreements

#### A. Economic Strategy

Parklands infrastructure and public facilities are provided per the requirements of this Specific Plan. The installation and maintenance of such public improvements will occur in a manner that does not encumber the City of San Buenaventura with any additional capital or ongoing street and park maintenance costs.

In addition to conforming to the General Plan requirements and the development standards that have been established for the project area.

All development within the Specific Plan Area will be directly obligated for implementing the major roadway, water, sewer, drainage, and open space improvements identified in the Specific Plan.

One time fees, including an appropriate share of CIDS fees, will be paid on a unit by unit basis.

#### B. Phasing of Improvements

##### a. Water:

###### i. Phase one:

- Install 12" water main in Wells Road from Telegraph Road to existing 24-inch water main near the intersection of Citrus Drive and Blackburn Road following the alignment of the existing 6" waterline. When the 12" main

is complete the existing services from the 6" main will be connected to the new 12" main and the 6" main abandoned.

- Install 12" water main in Nevada Avenue extension from Telegraph Road through Parklands to Blackburn Road.
- Install 12" water main from the intersection of Nevada Avenue and Road "D" to Linden Avenue.
- Install 8" distribution system based on need. No dead end mains are allowed.
- Install 8" distribution system as needed to develop lots. No dead end mains are allowed. Fire flow requirements must be met at all times.

##### b. Sewer:

###### i. Phase one:

- Tie into existing sewer mains per Final Tract Map.
- Install easterly 12" backbone system.
- Install westerly 12' backbone system
- Install 8" feeder system as needed.
- Install 8" feeder system as needed.

##### c. Storm Drain:

###### i. Phase one:

- Construct Brown Barranca improvements including:
  - Box culvert from Blackburn Street northerly to where natural barranca has capacity to contain storm flow within its banks.
  - Extend box culvert under Telegraph Road.
- Construct Detention Basin
- Install backbone collection system to convey runoff to detention basin.
- Install collection system as needed.

Storm runoff will be treated on site by various methods which include:

- Depressed turf areas
- Open vegetated swales with infiltration trenches in parkway

- The alleys will be constructed of partly permeable pavement.
- The curbs along the streets will have slots in them to allow the runoff to flow into the swales, depressed turf areas, etc.

There will be a storm drain collection system installed to intercept the runoff from the swales and depressed turf areas. Catch basins in this system that intercept flows that are not treated by the various natural ways, will be treated by the use of the Curb Inlet Filter system. This will insure that all run-off generated on-site of this project will be treated.

# APPENDIX A

## HOUSING TYPES

A. Housing Types. Appendix A provides illustrative plans, elevations, and sections of the buildings envisioned at Parklands.

The buildings illustrated on the following pages are comprised of a variety of building types (Courtyard Housing, Rowhouses, Quadplexes, Triplexes, Single Family Houses, and Carriage Houses) designed in a variety of architectural styles (Mediterranean, Craftsman, and Beach Bungalow) and massing configurations (two- and three-story combinations, all two story, and one-story volumes with occupied attic spaces). All Parklands' buildings are consistent with Ventura's rich architectural tradition.

### 1. Courtyard and Parking Plaza

The multi-family lots are courtyard housing lined with the flex space on all sides and along Wells Road, convenience Parking Plaza space at street level.

The following are their seminal characteristics:

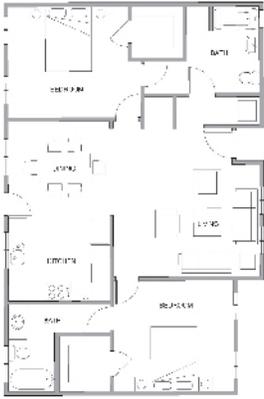
a. Pedestrian Access - Homes in the parking liners are accessed directly off the street through porches and stoops. Elevators and staircases provide

access to the courtyard level over the garage and Parking Plaza space. Homes around the courtyard are accessed directly off the courtyard or from individual staircases from the courtyard leading directly to the individual units. There are no lobbies, elevators directly to homes or circulation corridors.

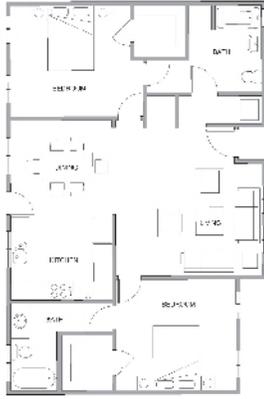
b. Open Space - Open Space - Units in the flex liners have small landscaped front yards. The primary open space is the courtyard. This court is the shared public open space for all homes around it. Individual homes also have their own private patios and balconies facing the streets. The central courtyard is landscaped with plants and fountains. Courtyard sound attenuation is provided by surrounding building walls.

c. Internal Organization - The flex liners on the street level have the main rooms facing the street to get maximum light, with service rooms towards the back. The homes around the courtyard have their main rooms distributed evenly along both the street and the courtyard side, providing positive frontages on both sides. Above the parking garage, the homes are in a stacked configuration.

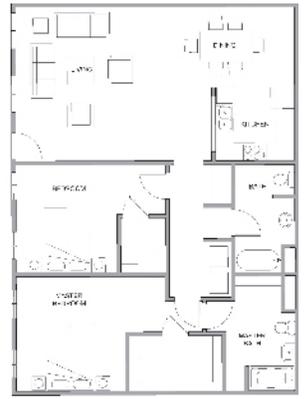




Plan A



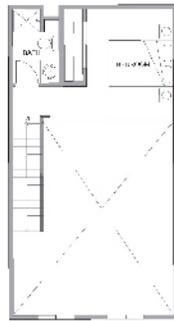
Plan B1



Plan B2



Plan C - Lower Floor



Plan C - Upper Floor



Plan D



Plan E

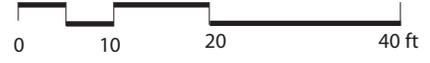


Figure A.1: Multi-Family - Illustrative Floor Plans



Illustrative view of Wells Road Entry

APPENDIX A  
HOUSING TYPES (CONTINUED)

1. Courtyard and Parking Plaza (continued)

The homes are air conditioned with dual-glazed windows facing outward to Telegraph and Wells Roads.

d. Parking - Parking for all homes is provided within the lined garage at street level. Elevator access is provided from the garage to the courtyard.

There are 6 Plan Types for the multi-family homes: A1, B1, B2, C, D and E (Figure A.1).

The 6 Plan Types and their arrangement around the courtyard are illustrated on pages A:2-A:4. Also illustrated are street elevations from Wells Road, Telegraph Road as well as the Wells Road Entry, all rendered in the Mediterranean Style (pages A.5-A.8).

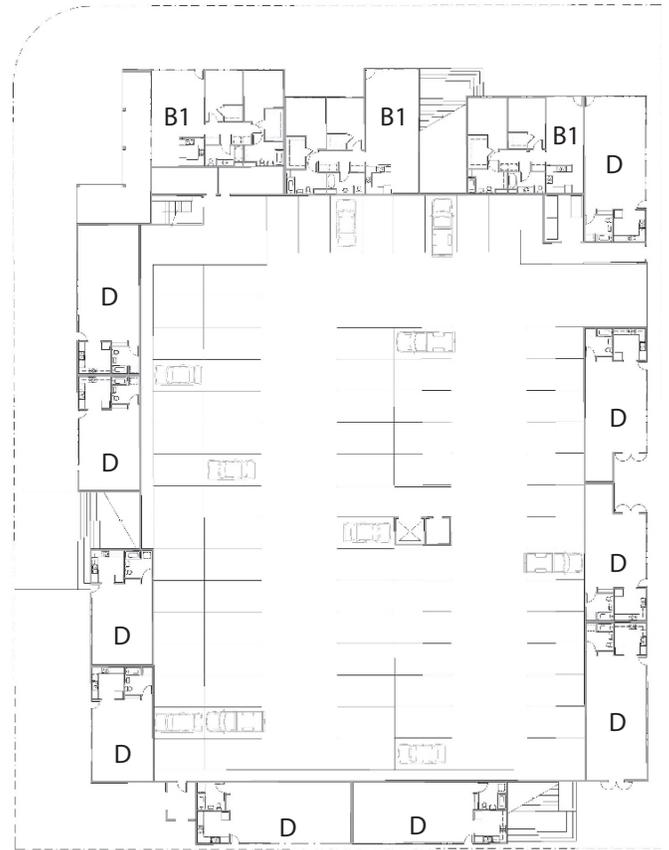
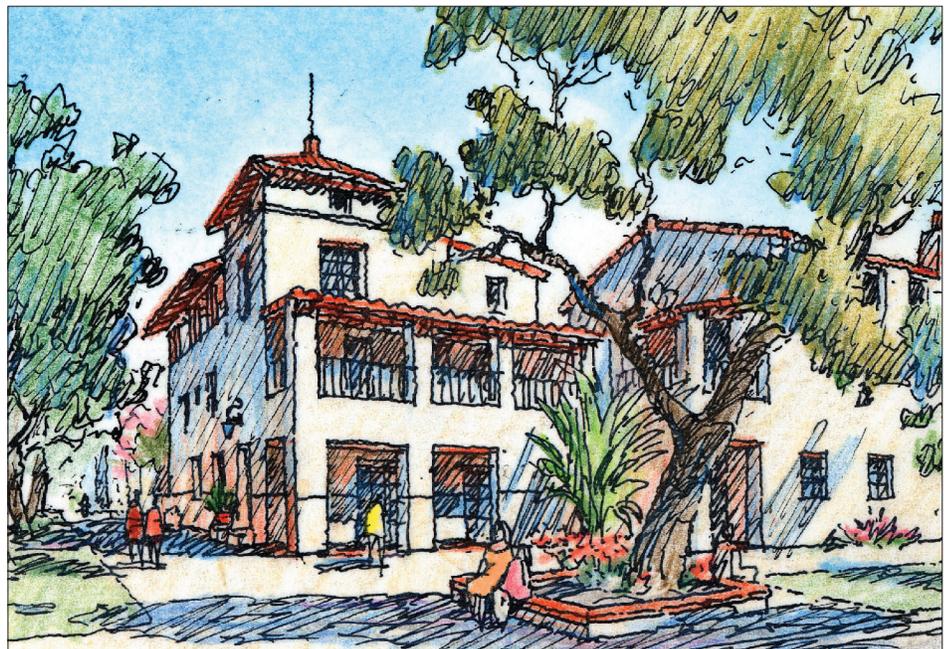


Fig. A.2: Multi-Family Courtyard - Illustrative Ground Floor Plan



Illustrative view of corner of Wells Road and Telegraph Road

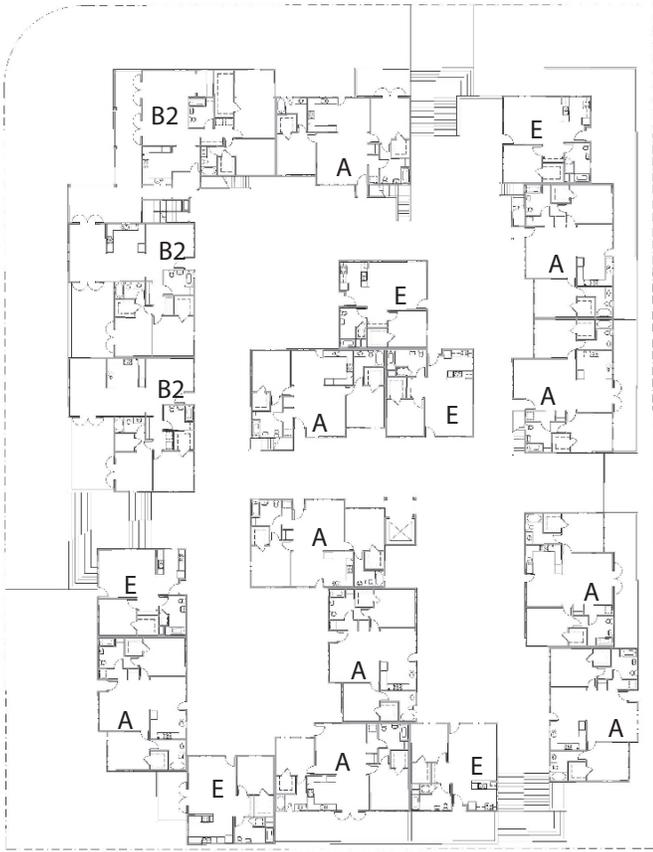


Fig. A.3: Multi-Family Courtyard - Illustrative Second Floor Plan



Fig. A.4: Multi-Family Courtyard - Illustrative Third Floor Plan



Illustrative view of typical multi-family courtyard

APPENDIX A  
HOUSING TYPES (CONTINUED)

1. Courtyard and Parking Plaza (continued)



New Street



Wells Road Entry



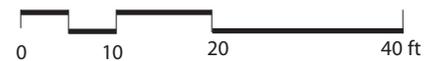
Telegraph Road

Figure A.5: Multi-Family Courtyard - Illustrative Wells Road Elevation



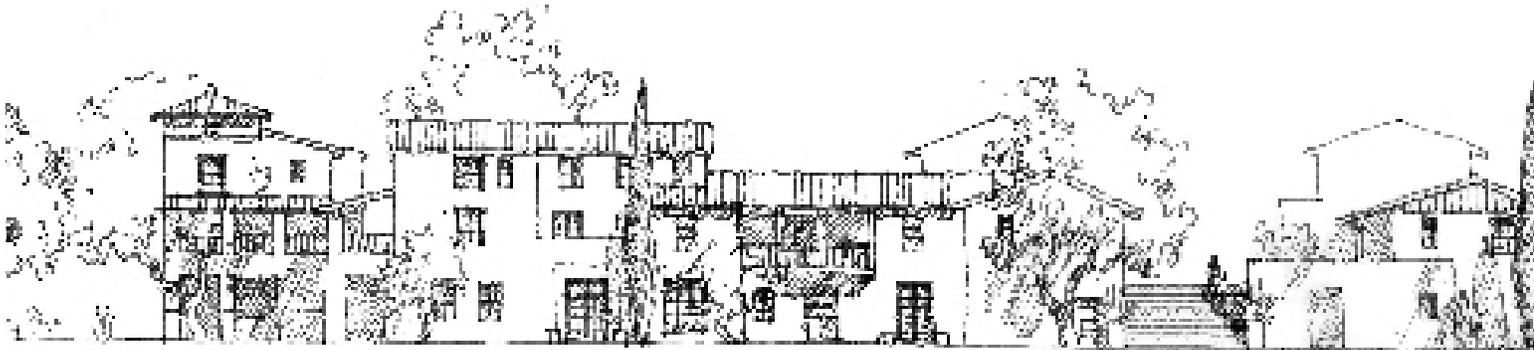
New Street

Figure A.6: Multi-Family Courtyard - Illustrative Wells Road Elevation



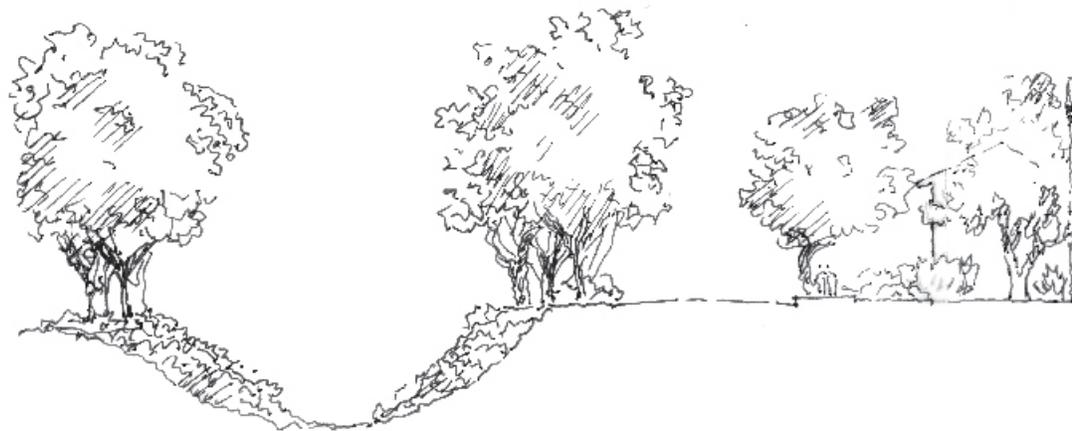
APPENDIX A  
HOUSING TYPES (CONTINUED)

1. Courtyard and Parking Plaza (continued)



Wells Road

Stairs Over At-Grade Garage



Barranca

New Street

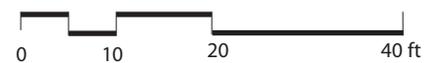


Paseo

Figure A.7: Multi-Family Courtyard - Illustrative Telegraph Road Elevation



Figure A.8: Multi-Family Courtyard - Illustrative Wells Road Entry Elevation



APPENDIX A  
HOUSING TYPES (CONTINUED)

2. 22 x 92 Lot Homes

The 22 x 92 lot homes are townhouses attached to each other along their longer faces with minor setbacks from the property line, creating a continuous 'street wall'. At the ground level, this 'wall' is activated by a variety of frontages such as stoops, porches and trellises.

The following are the salient characteristics of the 22 x 92 lot homes:

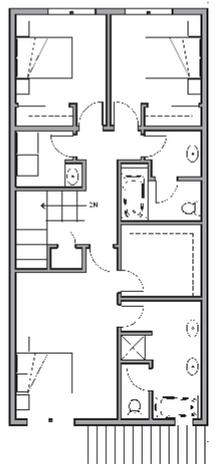
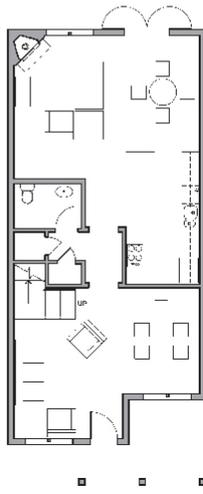
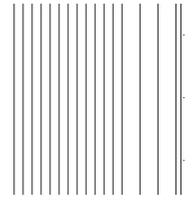
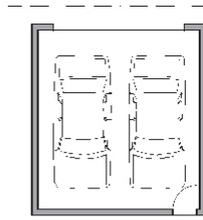
- a. Pedestrian Access - Homes are accessed directly off the street through a front porch or stoop.
- b. Private Open Space - Homes abut directly onto the street without front yards. The principal open space is the private back yard between the home and the garage accessed from within.
- c. Internal Organization - Larger rooms are placed toward the front and back for maximum light and ventilation, with service rooms toward the middle.
- d. Parking - Each home has a detached two car garage at the rear of the lot, accessed off the alley. Guest parking is accommodated by parallel spaces on one side of the front street.

The 3 Plan Types are rendered in three styles (Mediterranean and Craftsman) and arranged in combinations making each street scene different.

The following illustrations show plans and elevations of the 22 x 92 lot homes. The Street Elevations are of 3 Plan Types A, B and C in the Mediterranean and Craftsman Style (pages 3:40-41). Side (end) and rear elevations of the Craftsman style townhomes are illustrated on page 3:42.



Illustrative view of Multi-Family Courtyard - Townhomes along the Barranca



Lower Floor

Upper Floor

Figure A.9: Rowhouse Plan A - Illustrative Floor Plans

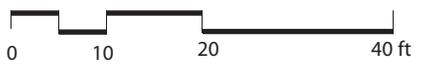
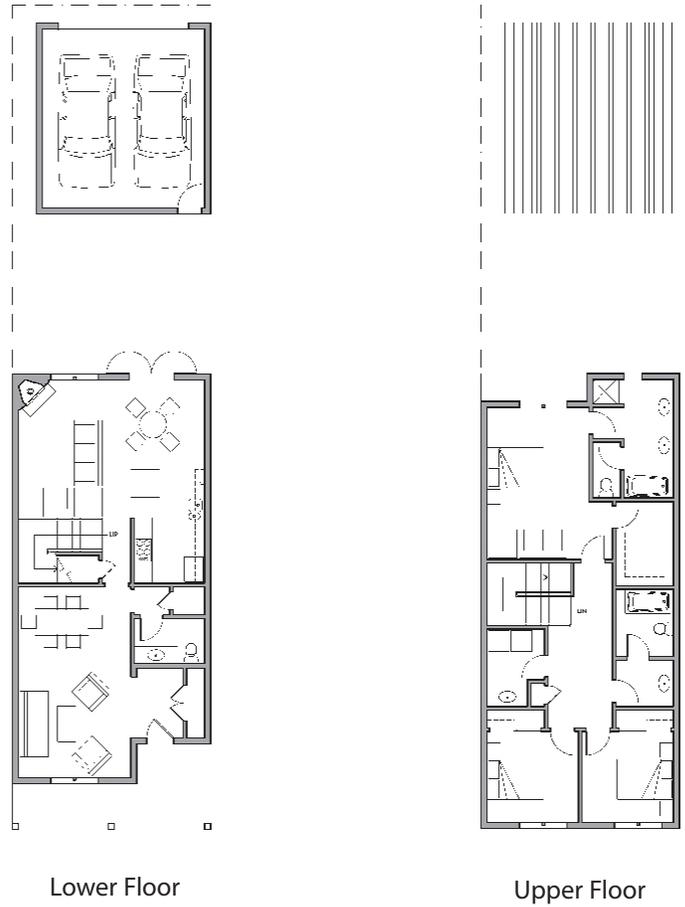


Figure A.10: Rowhouse - Illustrative Mediterranean Style Street Elevation

APPENDIX A  
HOUSING TYPES (CONTINUED)

2. 22 x 92 Lot Homes (continued)



Lower Floor

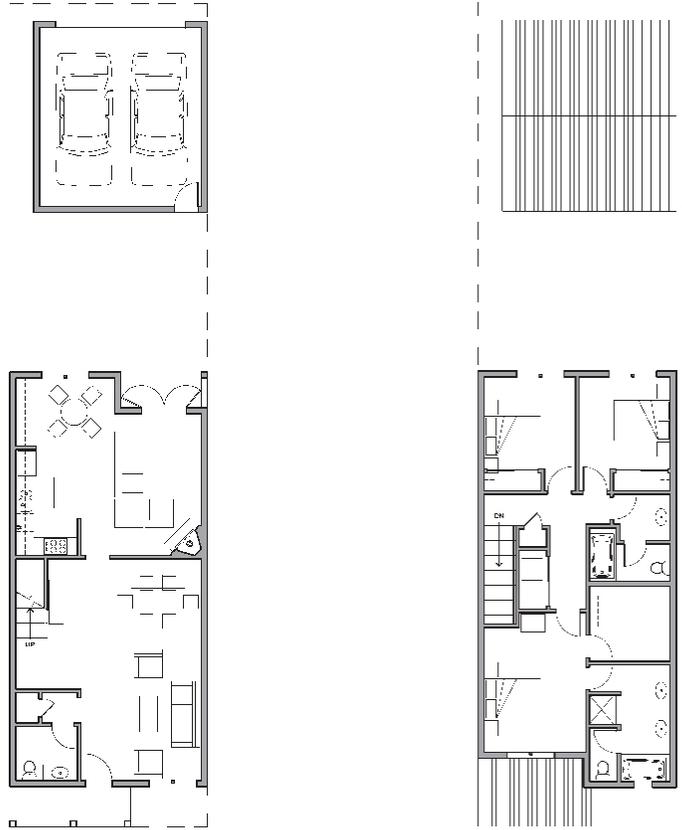
Upper Floor

Figure A.11: Rowhouse Plan B - Illustrative Floor Plans



Figure A.12: Rowhouse - Illustrative Craftsman Style Front Elevation

Figure A.13: Rowhouse Plan C - Floor Plans



Lower Floor

Upper Floor

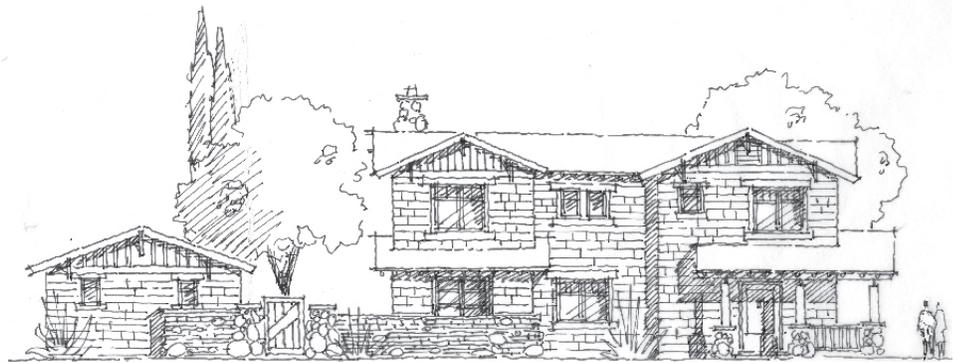


Figure A.14: Rowhouse - Illustrative End Elevation

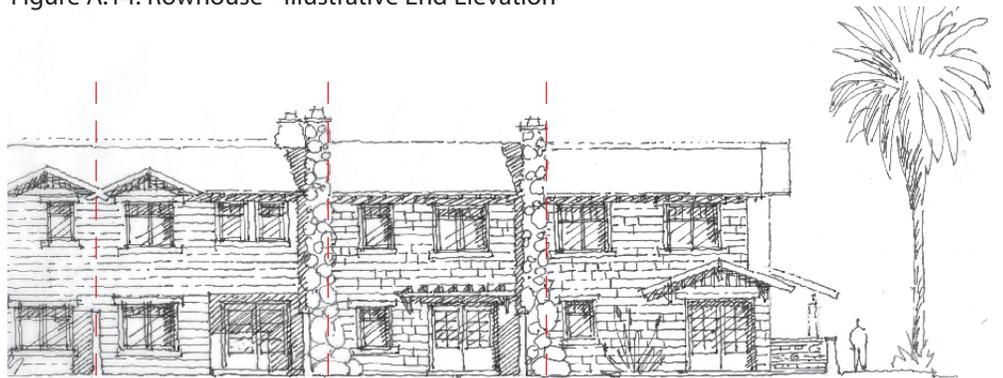


Figure A.15: Rowhouse - Illustrative Rear Elevation

APPENDIX A  
HOUSING TYPES (CONTINUED)

3. 35 x 92 Lot Homes

The 35 x 92 lot homes are detached single-family houses with porches and stoops fronting the street.

The following are the salient characteristics of the 35 x 92 lot homes:

- a. Pedestrian Access - Units are accessed from the street through a front porch or stoop.
- b. Private Open Space - A front setback of 5 feet to 8 feet creates small front yards. All homes are set back on both sides by 5 feet. Private open space is in the backyard or the sideyard.
- c. Internal Organization - The narrow width of the lot is compensated for by placing the larger rooms to the front and back, with service rooms towards the middle (Plans A and B). There is also a longer and deeper 'L' shaped plan going along one half of the lot and attached to the rear garage creating a longer sideyard (Plan C).
- d. Parking - Each home has a detached or attached two car garage at the rear of the lot, accessed off the alley.

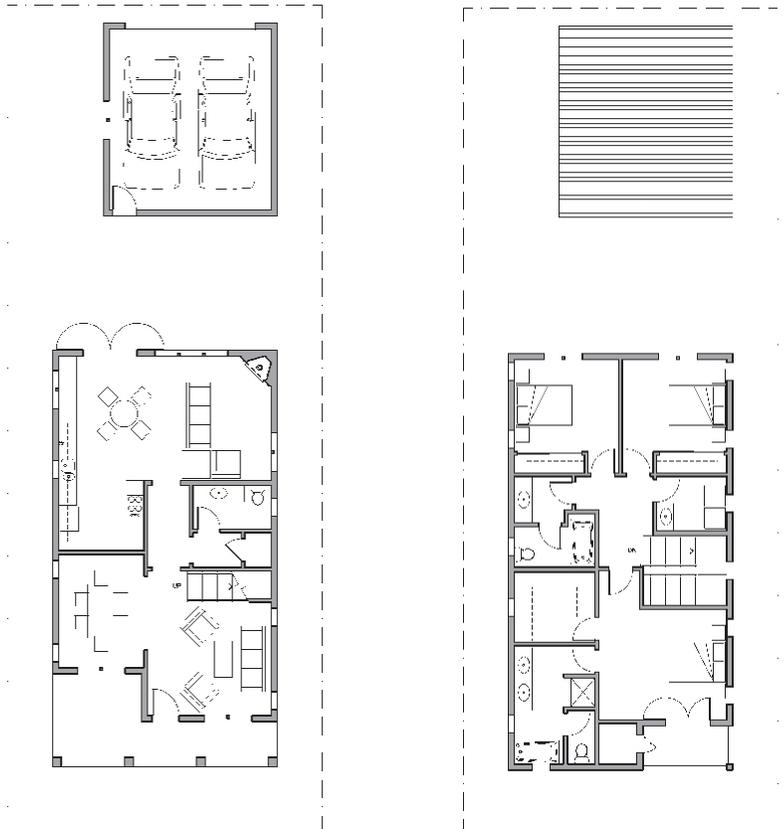
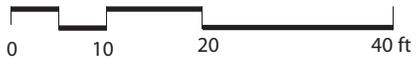
Guest parking is accommodated by parallel spaces on one side of the front street.

The 3 Plan Types are rendered in three styles (Mediterranean, Craftsman Style and Beach Cottage) and arranged in combinations making each street scene different.

The illustrations on pages 3:44 - 3: 46 show plans and elevations of the 35 x 92 lot homes. The Street Elevation on page 3:45 shows the 3 Plan Types A, B and C in different styles. Also illustrated are elevations of all four sides of the Craftsman Style (page 3:46).



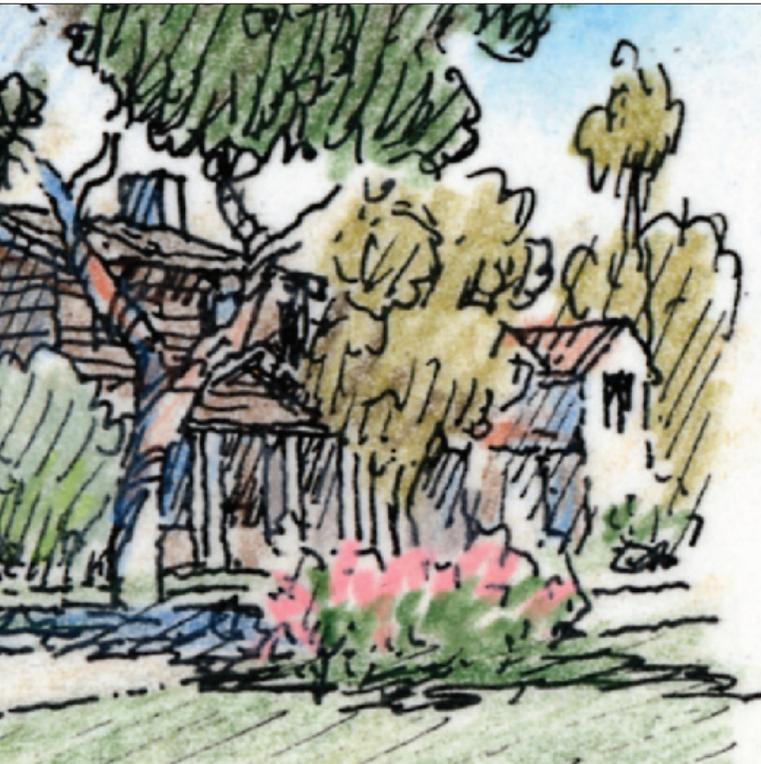
Illustrative view of typical rosewalk homes



Lower Floor

Upper Floor

Figure A.16: 35 x 92 Plan A - Illustrative Floor Plans



APPENDIX A  
HOUSING TYPES (CONTINUED)

3. 35 x 92 Lot Homes (continued)

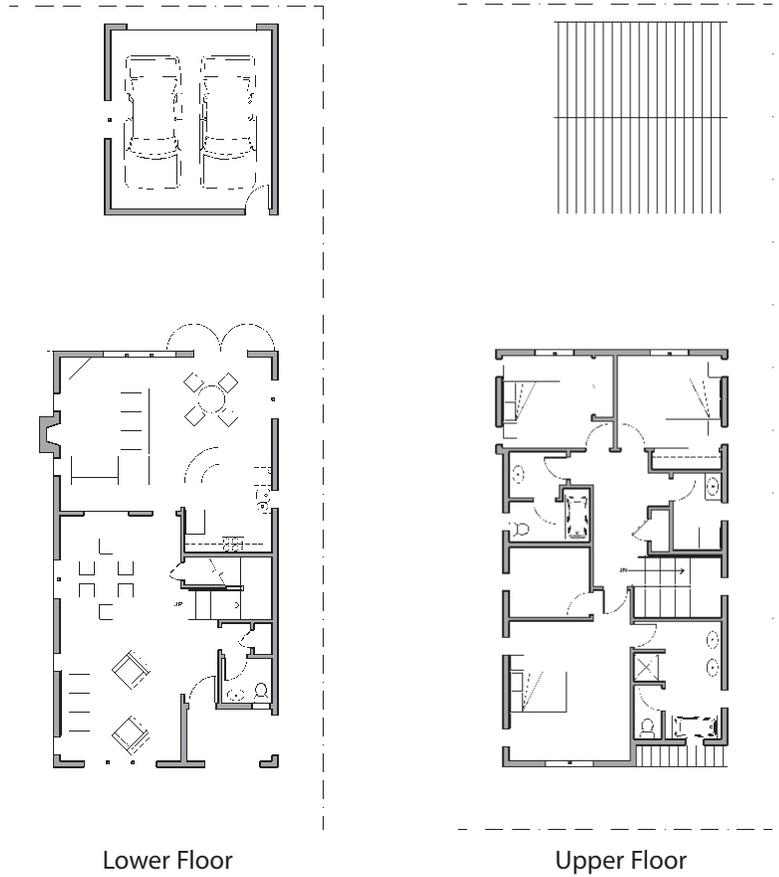


Figure A.17: 35 x 92 Plan B - Illustrative Floor Plans



Plan A - Beach Cottage Style    Plan B - Mediterranean Style    Plan C - Craftsman Style

Figure A.18: 35 X 92 Houses - Illustrative Street Elevation

Figure A.19: 35 x 92 Plan C - Illustrative Floor Plans

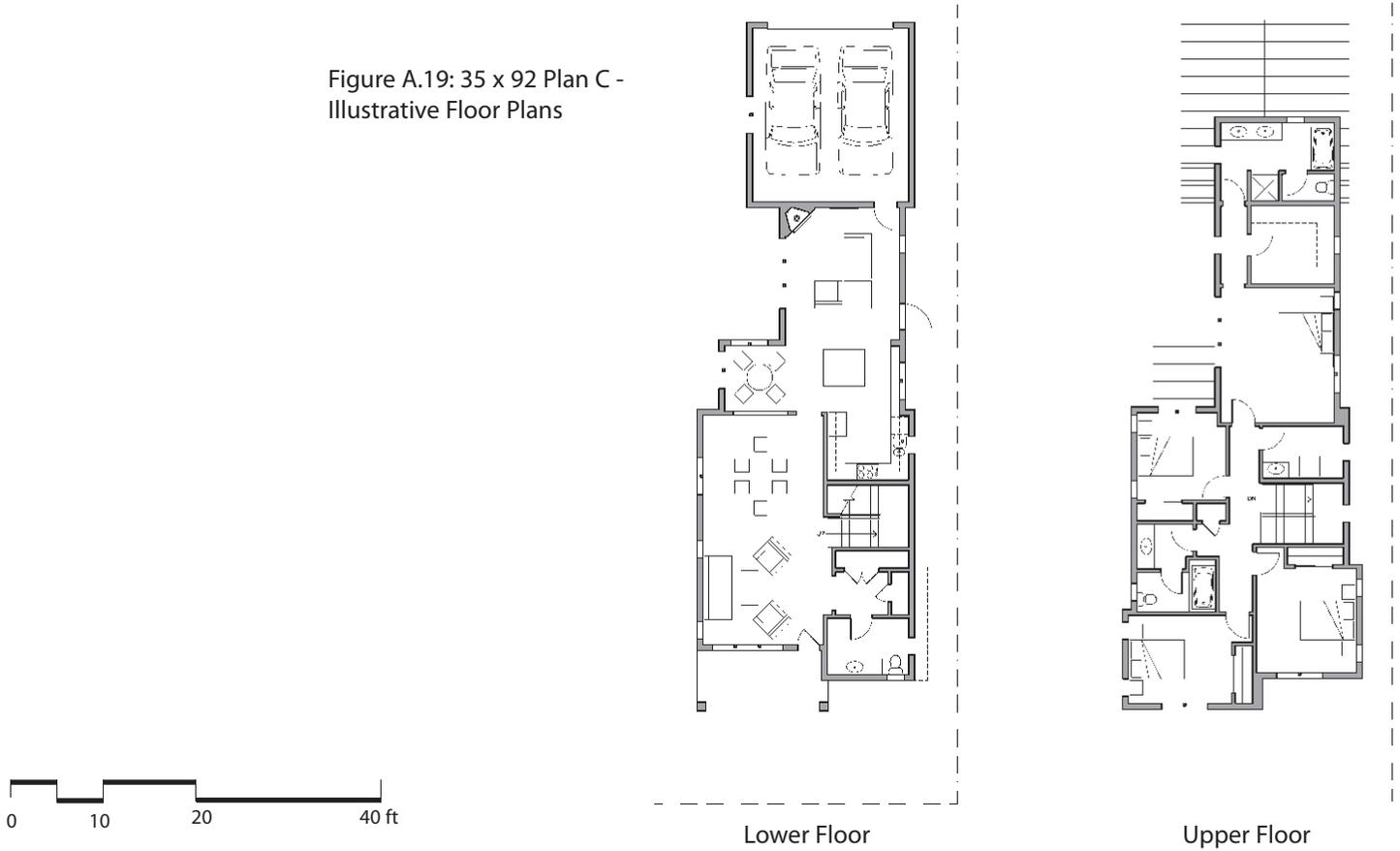


Fig. A.20: 35 x 92 Plan C - Illustrative Side Elevation



Fig A.22: 35 x 92 Plan C - Illustrative Front Elevation



Fig. A.21: 35 x 92 Plan C - Illustrative Side Elevation



Fig. A.23: 35 x 92 Plan C - Illustrative Rear Elevation

## APPENDIX A

### HOUSING TYPES (CONTINUED)

#### 4. 35 x 92 Lot Homes (1.5-story and 2-story)

The 35 x 92 lot 1.5- and 2-story homes are detached single-family houses perceived as one-story houses with an occupied attic space. The 35 x 92 has the option of providing a bonus room above the garage.

The following are the salient characteristics of the 35 x 92 lot 1.5 and 2-story homes:

- a. Pedestrian Access - Units are accessed from the street through a front porch or stoop.
- b. Private Open Space - A front setback of 5 feet to 8 feet creates small front yards. All homes are set back on both sides by 5 feet. Private open space is in the backyard or the sideyard.
- c. Internal Organization - The narrow width of the lot is compensated for by placing the larger rooms to the front and back, with service rooms towards the middle.
- d. Parking - Each home has a detached or attached two car garage at the rear of the lot, accessed off the alley. Guest parking is accommodated by parallel spaces on one side of the front street.

The 35 x 92 lot 1.5- and 2-story home, rendered in the Beach Cottage Style, is shown in the plans and elevation on page 3:48. The plans show the optional bonus room.

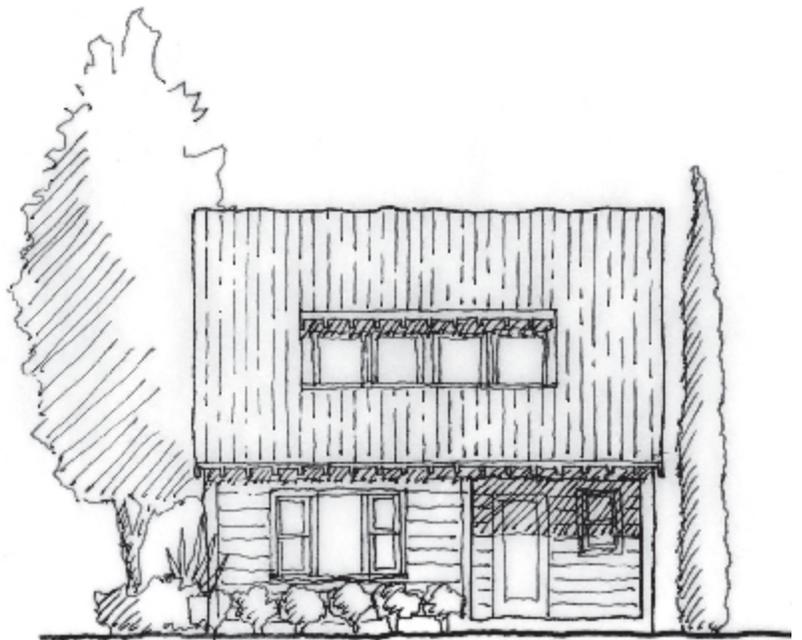


Fig. A.25: 35 x 92, 1.5-story - Illustrative Front Elevation

APPENDIX A  
HOUSING TYPES (CONTINUED)

5. 45 x 92 Lot Homes

The following are the salient characteristics of the 45 x 92 lot homes:

- a. Pedestrian Access - Units are accessed from the front yard facing the street through a front porch or stoop.
- b. Private Open Space - All homes have a small front yard 10 - 15 feet deep, with side setbacks of 5 feet on either side. The principal private open space is the sideyard.
- c. Internal Organization - Linear 'L' shaped planes going along one half of the lot and attached to the rear garage, creating a sideyard accessed from within the unit and the rear.
- d. Parking - Each unit has an attached two car garage at the rear of the lot accessed off the alley. Guest parking is accommodated by parallel spaces on one side of the front street.

The 3 Plan Types are rendered in the three styles (Mediterranean, Craftsman and Beach Cottage) and

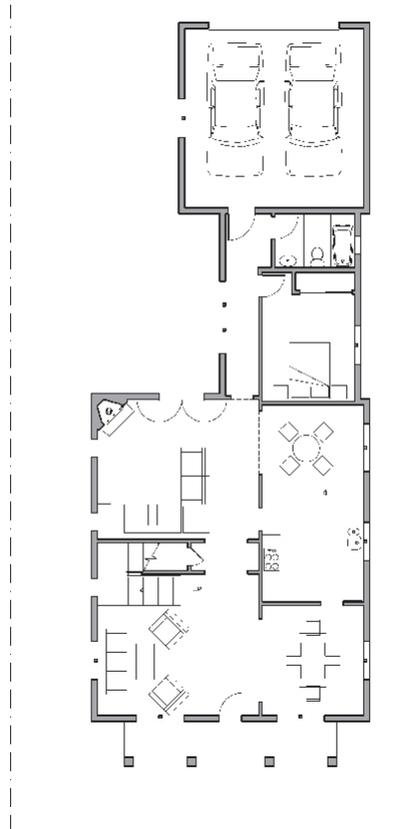
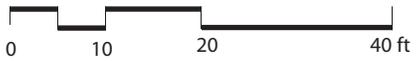
arranged in various combinations making each street scene different (page 3:51).

The illustrations on page 3:50 - 3:54 show plans and elevations of the 3 Plan Types A, B and C in different styles. Also illustrated are elevations of all four sides of the Beach Cottage Style (pages 3:52).

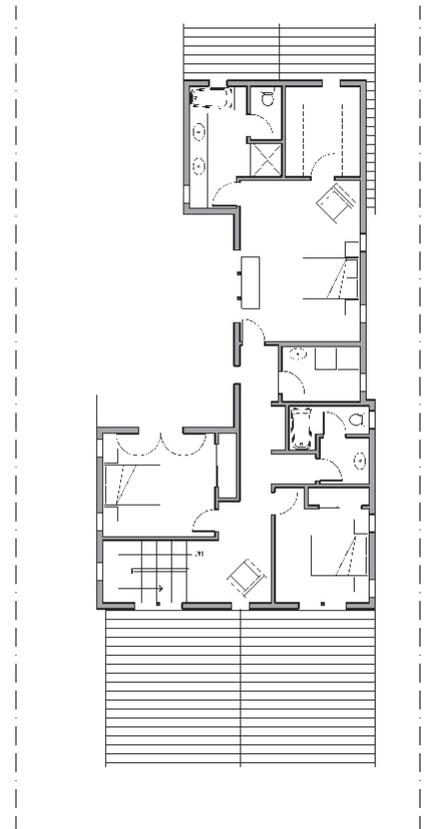


Illustrative view of typical street with homes on 45-foot lots

Figure A.26: 45 x 92 - Plan A - Illustrative Floor Plans



Lower Floor



Upper Floor



APPENDIX A  
HOUSING TYPES (CONTINUED)

5. 45 x 92 Lot Homes (continued)

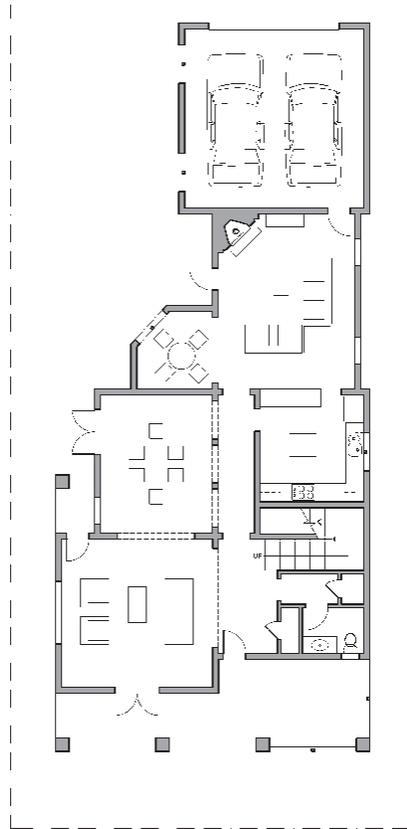
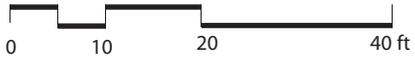


Figure A.27: 45 x 92 Plan B - Illustrative Floor Plans

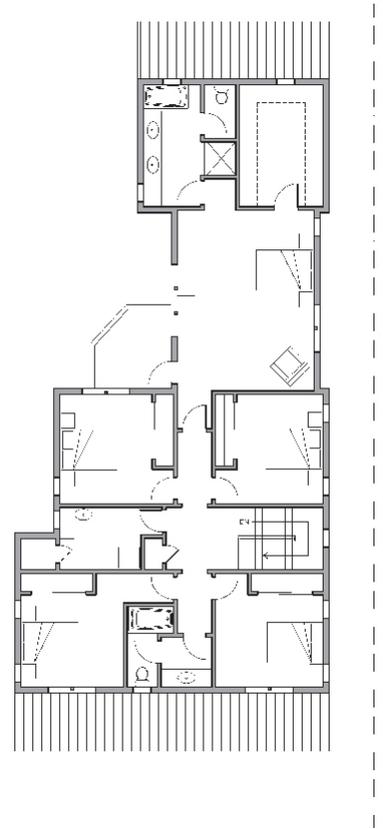


Figure: A.28: 45 x 92 Lots - Illustrative Street Elevation

Figure A.29: 45 x 92 Plan C - Illustrative Floor Plans



Lower Floor



Upper Floor

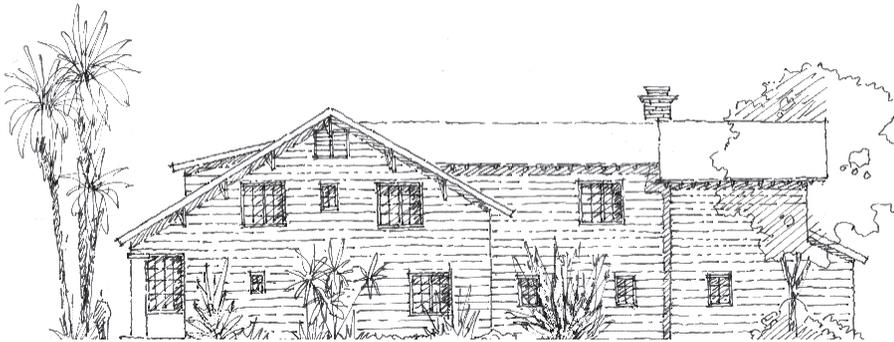


Fig. A.30: Plan C - Illustrative Side Elevation



Fig. A.32 Plan C - Illustrative Front Elevation



Fig. A.31: Plan C - Illustrative Side Elevation



Fig. A.33: Plan C - Illustrative Rear Elevation

## APPENDIX A

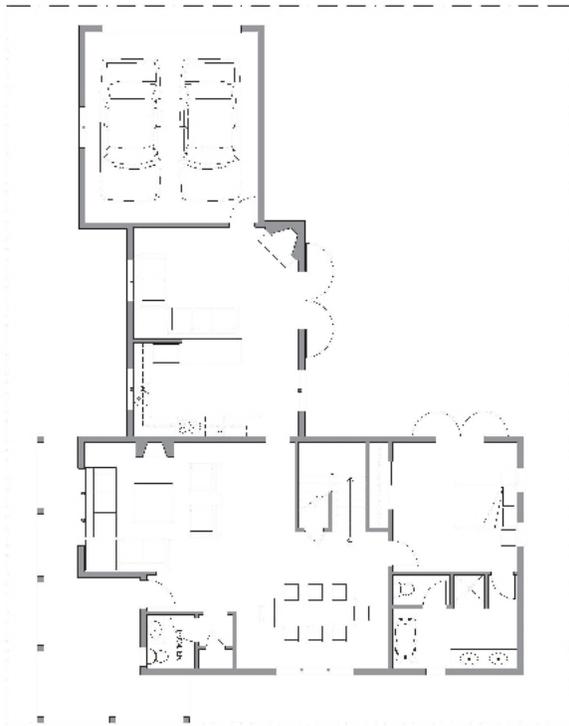
### HOUSING TYPES (CONTINUED)

#### 6. 59 x 75 Lot Homes

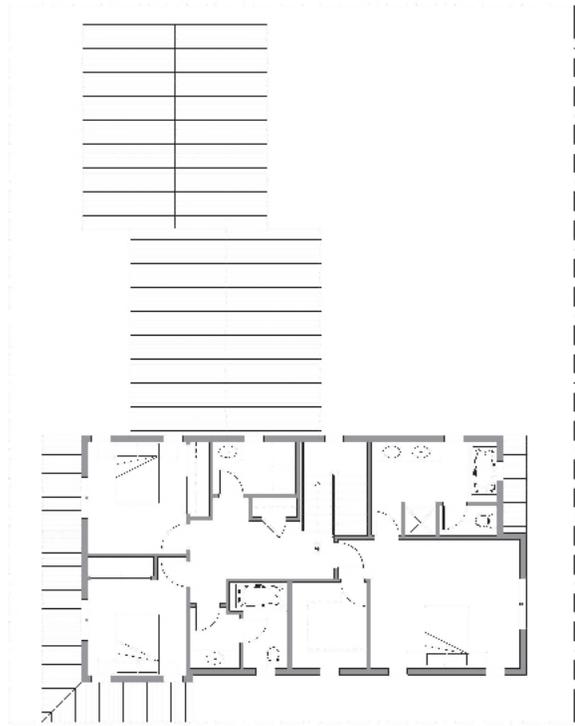
The following are the salient characteristics of the 59 x 75 lot homes:

- a. Pedestrian Access - Units are accessed from the front yard and/or court through a front porch or stoop.
- b. Private Open Space - When used in Bungalow Court configuration, homes face a shared courtyard. Homes facing the street have a small frontyard. Side setbacks are 5 feet on either side. The principal private open space is the backyard.
- c. Internal Organization - Linear 'L' shaped plan occupies one side of the lot, extending to an attached garage at the rear of the lot and forming a large backyard that may be accessed from within the unit as well as from the alley.
- d. Parking - Each unit has an attached two car garage at the rear of the lot accessed off the alley. Guest parking is accommodated by parallel spaces on the front street.

The plan, front (street facing) elevation, and side (court facing) elevation, rendered in the Craftsman style, are illustrated on page 3:54.



Lower Floor



Upper Floor

Figure A.34: 59 x 75 - Illustrative Floor Plans



Figure A.35: 59 x 75 - Illustrative Court facing Elevation



Figure A.36: 59 x 75 - Illustrative Street Facing Elevation

APPENDIX A  
HOUSING TYPES (CONTINUED)

7. 52 x 84 Lot Homes

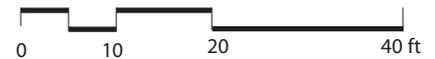
The 52 x 84 lot homes are larger detached 1.5 story single-family houses on single loaded streets.

The following are their seminal characteristics:

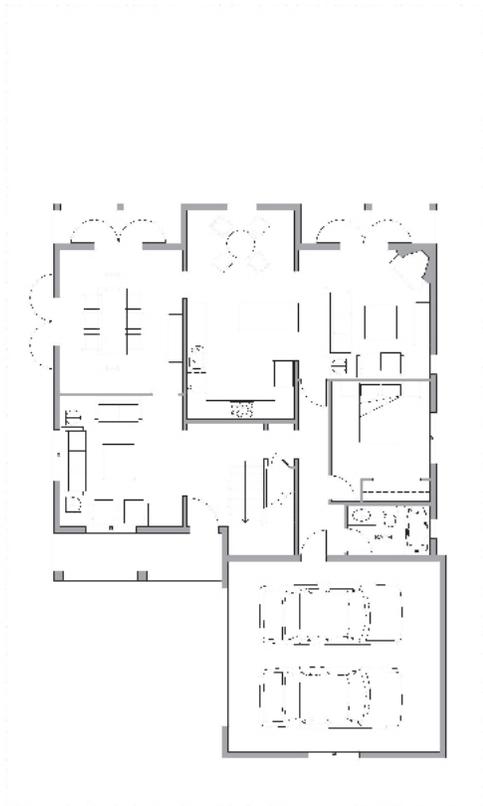
- a. Pedestrian Access - Units are accessed from street facing forecourts through a porch or stoop.
- b. Private Open Space - The homes have forecourt access to both the garage and the house. Side set-backs are 5 feet on one side and 10 feet on the other. The 10 foot side has a sideyard with public rooms opening on to it. The principal private open space is the backyard.
- c. Internal Organization - Two variations are presented: the first revolves around a centrally located large kitchen, the second involves an 'L' shaped plan arranged around the garage.
- d. Parking - Each unit has an attached two car garage accessed from the street. Some are frontal with a

significant set back from the property line; others are turned at right angles to the street and accessed from the adjoining motor court.

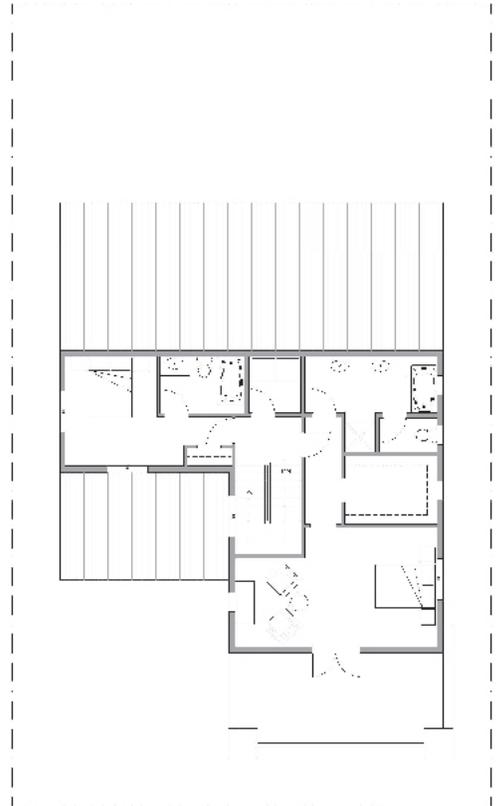
The 52 x 84 lots, rendered in the Craftsman Style, are shown in the plans and elevations on page 3:54.



Illustrative view of typical street with homes on 52 foot lots



Lower Floor



Upper Floor

Figure A.37: 52 x 84 - Illustrative Floor Plans



Figure A.38: 52 x 84 - Illustrative Side Elevation



Figure A.40: 52 x 84 - Illustrative Front Elevation

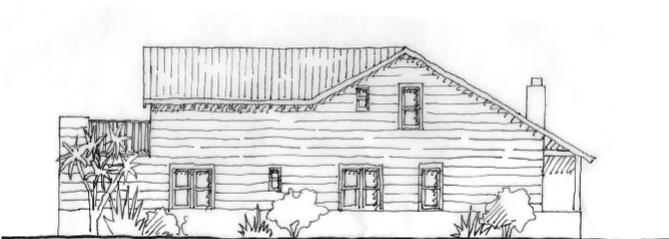


Figure A.39: 52 x 84 - Illustrative Side Elevation

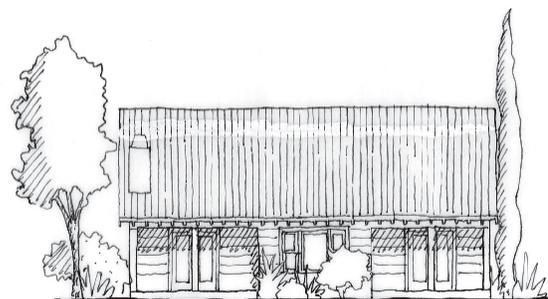


Figure A.41: 52 x 84 - Illustrative Rear Elevation

APPENDIX A  
HOUSING TYPES (CONTINUED)

8. 89 x 84 Lot Homes

The 89 x 89 lot homes are larger detached 1.5 story single-family houses on single loaded streets.

The following are their seminal characteristics:

- a. Pedestrian Access - Units are accessed from street facing forecourts through a porch or stoop.
- b. Private Open Space - The homes have forecourt access to both the garage and the house. Side setbacks are 5 feet on one side and 10 feet on the other. The 10 foot side has a sideyard with public rooms opening on to it. The principal private open space is the backyard.
- c. Internal Organization - Two variations are presented: the first revolves around a centrally located large kitchen, the second involves an 'L' shaped plan arranged around the garage.

- d. Parking - Each unit has an attached two car garage accessed from the street. Some are frontal with a significant set back from the property line; others are turned at right angles to the street and accessed from the adjoining motor court.

The 84 x 84 lots, rendered in the Mediterranean Style, are shown in the plans and elevations on pages 3:55 - 3:56).

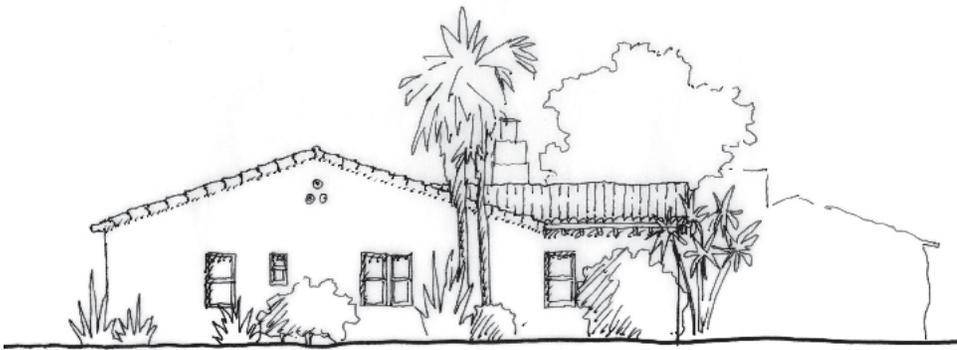
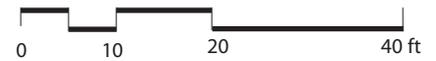


Figure A.42: 89 x 84 - Illustrative Side Elevation

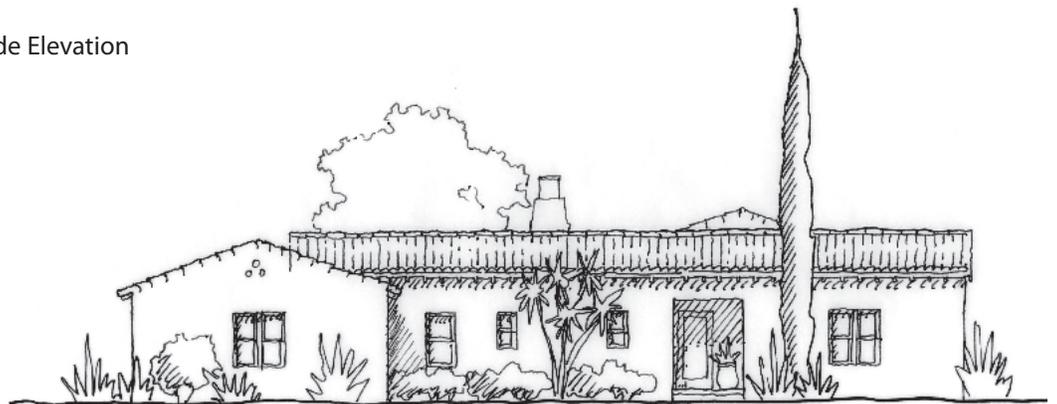


Figure A.43: 89 x 84 - Illustrative Side Elevation

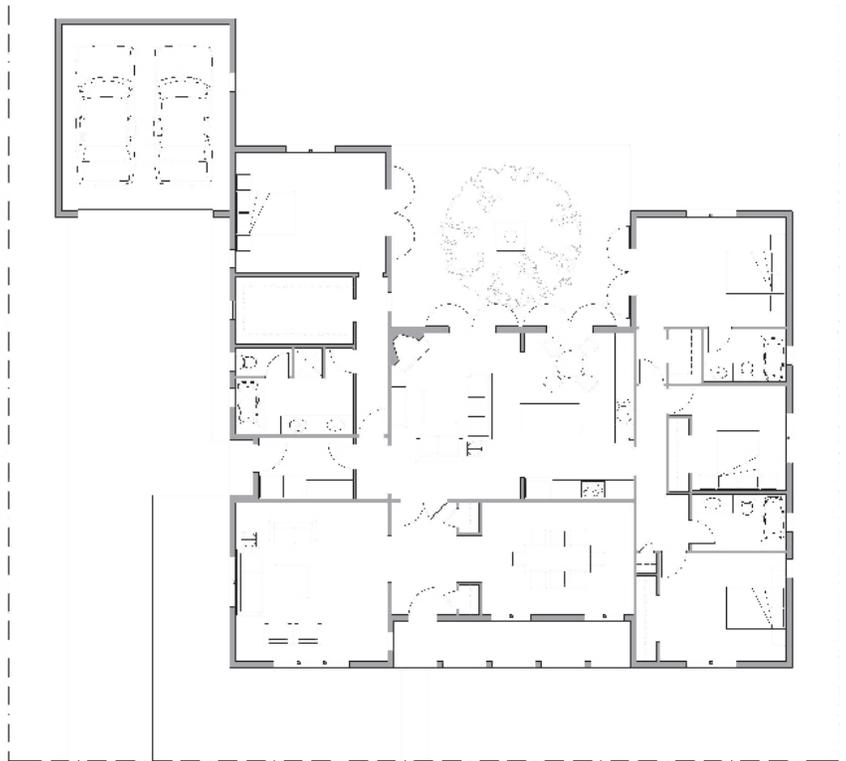


Figure A.44: 89 x 84 - Illustrative Floor Plan

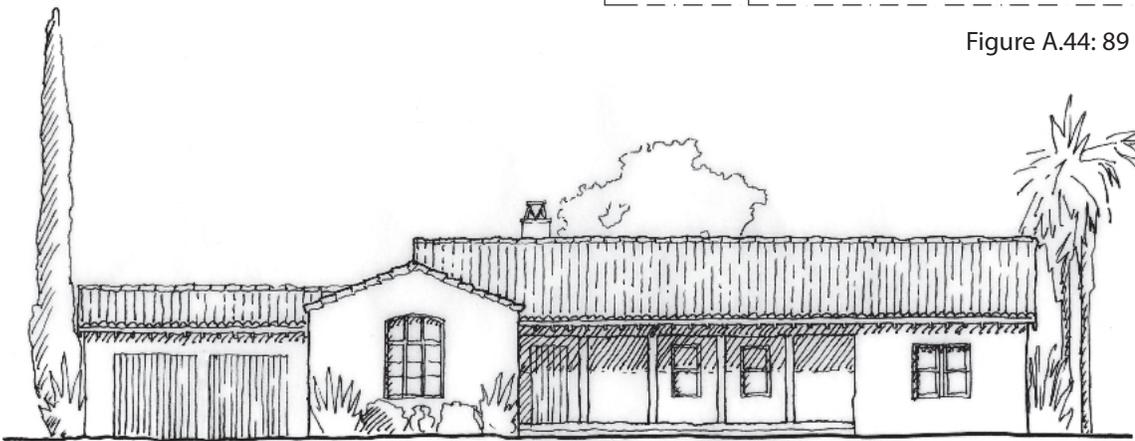


Figure A.45: 89 x 84 - Front Elevation

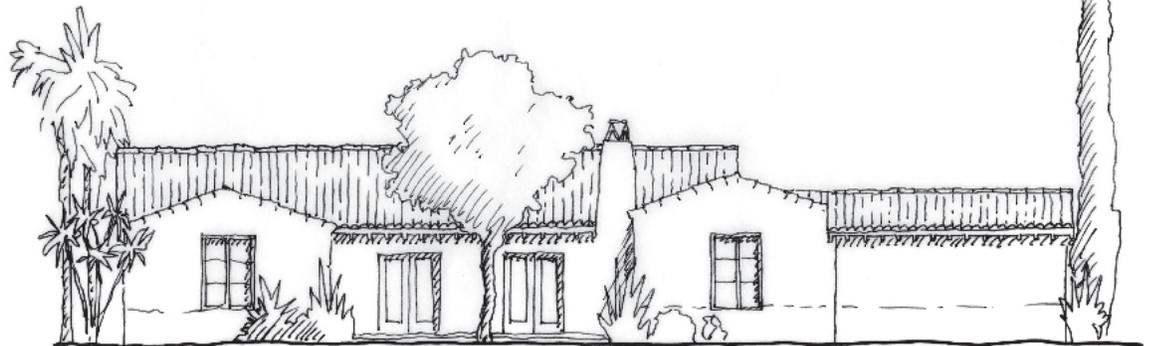


Figure A.46: 89 x 84 - Illustrative Rear Elevation

## APPENDIX B

### STREET WIDTH, SAFETY, AND AIR QUALITY

The proposed streets in the project are somewhat narrower than those found in conventional design manuals. This is done for the sole purpose of creating a walkable environment for the mixed use neighborhood. Most street design standards are based on vehicular mobility, but if one is to encourage a strong pedestrian friendly presence, one must view the street as a shared environment including vehicles, pedestrians, bicyclist, transit and the physically handi-capped.

1. Accident frequency increases with street width. There is a 485% increase in injury accidents between a 24 and 36 foot wide street. This is a significant change and further warrants narrower street standards. It should be noted that tree density, parking density and seven other commonly referred to factors have no statistically significant effect. Traffic volumes had some influence and a multi-variate analysis confirms that narrower streets are safer.
2. Pedestrians feel more comfortable at slower speeds. This is substantiated by a study finding 37% of the population is sensitive to traffic noise at 50 DbA, making them uncomfortable.
3. Pedestrian crossing times are significantly reduced with tighter curb return radii and narrow streets. This fosters shorter time periods when the non-motorist is exposed to traffic.
4. Vehicular speeds decrease with building enclosure. The proposed project provides setbacks abutting the right-of-way closer to the street. Obviously, narrower streets allow buildings to be closer together.
5. Street Width vs. Housing Cost & Supply. A report by the University of Wisconsin-Madison Center for Urban Land Economics Research indicated that in rapidly growing Waukesha County (immediately west of Milwaukee County), overly generous street width requirements have served to reduce the prevalence of \$75,000-and-under houses from 16% of the average subdivision in 1990 to "virtually none" today. The report surmised that communities do not realize how much land they use up by requiring wider streets, and found that each 10 feet of required street width reduces the supply of homes by 3 to 4 percent.
6. Smaller Residential Streets Reduce Speeds. In the San Francisco area, an extensive survey of residential streets was conducted with magnetic imaging counters to collect data. Parking density information was collected concurrently. The analysis found:
  - Wider residential streets experience higher speeds for both the average and 85th percentile speeds.
  - On-street parking density significantly affects speeds.
  - Traffic volume and vehicle headways affect speeds.
  - Significant reductions in street width are required to dramatically reduce speeds.
7. ITE Traditional Neighborhood Street Design Guidelines. The ITE publishes guidelines for TND Street Design. These guidelines aid in designing and evaluating TND street elements.
8. Green Book Design. This reference is often used to design Thoroughfares. It suggests that a yield street 26 feet in curb-face width be used for residential streets with parking both sides. The discussion in this reference refers to the ease of yield movements and how speed is controlled thereby.
9. Liability. Liability has been brought up with regard to narrow streets in the context that a governing jurisdiction may be liable for accidents on "non-standard" streets because they are "sub-standard". This position is not defensible when it involves a walkable, mixed use environment. In light of the fact that accident frequency and severity to pedestrians increase substantially with wider streets, it would follow that liability exposure to the governing jurisdiction would occur if they did not provide the safest environment for drivers and non-motorists. Another way of stating this is that there is a greater liability to those jurisdictions who require higher speed Thoroughfares in areas intentionally designed to attract non-motorists.
10. Fire Department Access. The Uniform Fire Code requires that access lanes be 20 feet clear of obstructions, including parked vehicles. Assuming 7 foot parking lane width, this would require a minimum of 34 feet curb to curb. Such a street is too wide for a residential context in a mixed use, walkable area. Adopted fire codes can be revised or exceptions made. In addition, the 20 foot clear rule can easily be satisfied by the use of alleys.

Emergency access; response time. Response time is primarily related to fire, paramedic and ambulance service. It is important to fire officials and residents that appropriate response times be maintained for existing and proposed buildings. It is typical for a response time to be about 5 minutes after a minute or two to receive a

call and sound the alarm. The response time begins at the time the fire fighting apparatus leaves the fire station. The dendritic street system comprised of local, collector and arterial streets separate land uses in a way that creates limited access paths. A traditional street system is interconnected and allows many opportunities for an emergency responder to choose from.

Wide residential streets often draw complaints from residents. Because reconstruction to narrower conditions is expensive, speed humps, bumps or tables are proposed. Response times are hindered by vertically displaced traffic calming devices. Traffic should be calmed with horizontal changes to the roadway in the initial design.

Emergency access; spatial requirements. Uniform Fire Codes specify the requirement for a 20 foot wide clear zone of operation within the street. A traditional street system provides for access opportunities and fire fighting locations. A 20 foot clear zone allows fire apparatus to pass one another. With at least 3 points of access (2 on the street and at least one in the alley) defensive apparatus can be directed to an alternate route without disturbing the operation of another vehicle.

A parking analysis may be done in conjunction with the yield street design where parking densities are likely to be high.

APPENDIX C  
MUNICIPAL CODE ANALYSIS

Municipal Code Section	Zone											
	T4.6			T3.2			T3.1			POS		
	N/A	W	M	N/A	W	M	N/A	W	M	N/A	W	M
24.120 Temporary Uses		x			x			x			x	
24.125 Home Occupations		x			x			x		x		
24.405 Height Regulations		x			x			x		x		
24.410 Yard Regulations			x			x			x	x		
24.415 Offstreet Parking Regulations			x			x			x	x		
24.420 Sign Regulations			x			x			x			x
24.425 Residential Condominium Conversion Regulations		x			x			x		x		
24.430 Residential Second Unit Regulations		x			x			x		x		
24.435 Special Residential Regulations	x			x			x			x		
24.440 Timeshare Resort Facility Regulations	x			x			x			x		
24.445 Residential Density Bonus Regulations		x			x			x		x		
24.450 Trailer Coach Regulations	x			x			x			x		
24.455 Historic Preservation Regulations	x			x			x			x		
24.465 Nonconformity Regulations		x			x			x			x	
24.470 Performance Standards		x			x			x		x		
24.475 Standards for Restaurants Classified within the "Dining Establishments: Fast Service, Drive-Up" Restaurant Use Type	x			x			x			x		
24.477 Standards for Outdoor Dining Uses in the Public Right-of-Way		x		x			x			x		
24.480 Standards for Assembly Uses	x			x			x					x
24.485 Standards for the "Recycling Services" Use Type		x			x			x			x	
24.492 Adult-Oriented Business Regulations		x			x			x		x		
24.495 Standards for the "Hazardous Waste Facility" Use Type		x			x			x			x	
24.497 Standards for Wireless Communications Facilities		x			x			x			x	

Key to Zone Symbols

T4.6	Urban General Corridor
T3.2	Neighborhood General
T3.1	Neighborhood Edge
POS	Parks and Open Space

Key to Applicability Designations

N/A	Not Applicable
W	In Whole
M	As Modified

## Notes:

24.410 Yard Regulations: Section 24.410.030 does not allow Bay Windows to project into the yard area. Bay windows are a distinctive feature of Ventura's rich architectural heritage and, in the spirit of Policy 2.1 of the 2005 General Plan to "provide housing types with an authentic and recognizable style," Parklands reintroduces Bay Windows as an acceptable architectural projection into a yard. The alternative regulations to Section 24.420 will appear in the form-based code (Section III, Article B - Urban Standards) of the Parklands Specific Plan.

Section 24.410.030.8(c) stipulates that no side yard fence or wall may be taller than 6 feet. In order to provide better noise attenuation, Parklands permits 8-foot high walls along and only along Blackburn Road. The alternative regulations to Section 24.410.030.8(c) will appear in the form-based code (Section III, Article F - Other Standards) of the Parklands Specific Plan.

24.415 Offstreet Parking Regulations: In compliance with Policy 4B of the 2005 General Plan, Parklands reduces dependence on the automobile by upgrading bike routes/lanes, establishing a parking management plan, providing an interconnected street network, building sidewalks, and providing mixed-use development. In line with lessening dependence on the automobile, Parklands reduces the number of required parking spaces and diminishes the parking space and aisle size. Parklands provides detailed standards regarding the appropriate quantity and location of parking spaces within the development.

The alternative regulations to Section 24.415 will appear in the Infrastructure Section (IV.B, Parking Standards) of the Parklands Specific Plan.

24.420 Sign Regulations: Due to the pedestrian-friendly character of the development, the Parklands Specific Plan limits the size, materials, and design of all signage to better conform to Parklands' pedestrian-scaled blocks, streets, and buildings. Thus, automobile-related signs that are allowed by Section 24.420 (such as pole signs) and that are not compatible with Parklands' pedestrian-friendly character are not permitted.

The alternative regulations to Section 24.420 will appear in the form-based code (Section III, Article E - Sign Standards) of the Parklands Specific Plan.

24.480 Standards for Assembly Uses: This series of standards is hereby modified to reflect the existence of a community/neighborhood meeting facility located in the development's Central Park.

As currently designed, the community/neighborhood buildings are divided to allow two separate uses. One portion has been designed for public uses - with ownership to be dedicated to the City if and when it should choose to accept the facility. At this time, a formal decision has not been made by the City Council concerning said dedication.

The other portion of the facility, along with the adjacent swimming pool, will be available for use by residents of the development. Because of the proposed uses of the facility - indoor entertainment, sports and recreation, and neighborhood meetings - the operation of this facility would be in conflict with the language found in the Standards for Assembly Uses. Therefore, rules and regulations concerning this facilities operation will be part of the home owners association (HOA) agreement signed by the residents of the development. The Standards found in Chapter 24.480 would apply as found within the code with this one exception. No other conflicting terminology and/or provision exists between the Zoning Regulations and the Specific Plan which might lead to ineffective implementation and/or misunderstanding of applicability.

Section 24.480 will be modified in the Administration section of the Parklands Specific Plan (Chapter III, Article 24P.214).

# APPENDIX D

## INCLUSIONARY HOUSING PLAN

### Section 1: Purpose and Intent of this Inclusionary Housing Plan

Developer shall have the option to build 173 Courtyard Dwelling Units either as all market rate for rent apartments, underlain by a Condominium Plan, which may 25 years from the date of approval of this Specific Plan No. 6, be converted to for sale market rate condominiums or build, as part of Courtyard Units, 12 Very low Income and 32 Moderate Income Inclusionary Housing units in order to assist the City of Ventura in meeting the following Citywide goals:

1. Ensure the development and availability of decent, affordable housing to a broad range of households with varying income levels throughout the City.
2. Promote the City's goal to add affordable housing units to the City's housing stock.
3. Ensure the long-term affordability of units and availability for income eligible households for years to come.
4. Ensure that the private sector, in addition to the public sector, participates in the provision of affordable housing for workers within the City of Ventura.

It is the Developer's understanding that 1) because the City adopted an Inclusionary Housing ordinance midway through the Parklands Specific Plan's entitlement process and after an initial complement of 50 allocations were approved, and 2) the Parklands Specific Plan did not originally contemplate nor was it required by the City to provide for an Interim Inclusionary Housing Program (IIHP), there shall be a) no requirement for dispersal of the inclusionary dwelling units throughout the overall project, b) the total number of Inclusionary Units shall be a significant number, but less than provided for in the intervening ordinance or c) all of the Courtyard Dwelling Units shall be market rate for rent apartments for a term of 25 years, underlain by a condominium Plan for conversion thereafter to market rate condominiums. Consequently, for the reasons given below in Sections 3 and 7, the provision in this Section 2 are interpreted and agreed as meeting the intent of the City's IIHP, in conformance with the Community Development Director's, per discretion under the IIHP ordinance.

### Section 2: Location and Description of the Inclusionary Housing Units

Unless built out a market rate for rent apartments as provided above, the Inclusionary Housing component of the Parklands Specific Plan project shall consist of 12 Very Low Income and 32 Moderate Income dwelling units. These Inclusionary Housing for-sale units shall be located in a dispersed manner within the 4 parcels that comprise the T4.6 Urban General Corridor Zone on Figure 24P.1 (Parklands Regulating Plan) and as Lots 241, 242, 243, and 244 on the project Tentative Tract Map (TTM No. 5632). The T4.6 Zone is located adjacent to Gold Coast Transit bus line 10/11 and to Class II bike lanes on Wells Road and Telegraph Road and across from institutional medical uses as well as a neighborhood commercial area. The T4.6 Zone also contains up to 25,000 square feet of commercial retail.

While the ultimate design and siting of the inclusionary dwelling units will be determined during the architectural design phase of project design, it is anticipated that the inclusionary units will be seamlessly incorporated into and rationally distributed throughout Courtyard Housing buildings that include both market rate and inclusionary dwelling units. The Inclusionary Housing unit mix shall be as follows:

**Inclusionary Housing Unit Type Description**

Unit Type	Quantity	Number of Bedrooms	Unit Area
Very Low Income	12	1	Approximately 400 - 600 sf
Moderate Income	32	4	Approximately 800 - 1,200 sf

TOTAL	44	-	-
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The remainder of the residential development proposed for the 66.7 acre (gross) Parklands site shall be “For Sale” market rate housing. Based upon TTM No. 5632, currently on file with the City, the Market Rate Housing unit mix shall be as follows:

**Market Rate Housing Unit Type Description**

Unit Type	Quantity	Number of Bedrooms	Unit Area
Front Loaded Detached SFD	23	3 -5	Approximately 1,600 - 3,600 sf
Alley Loaded SFD	183	3 -5	Approximately 2,800 - 3,600 sf
Alley Loaded Bungalow Court Dwelling	10	3 -5	Approximately 2,800 - 3,200 sf
Triplex Condo Dwelling	24	2 - 4	Approximately 1,350 - 2,050 sf
Quadplex Condo Dwelling	16	2 - 4	Approximately 1,350 - 2,050 sf
Rowhouse Condo Dwelling	70	2 - 4	Approximately 1,350 - 2,050 sf
Courtyard Housing Condo Dwelling	129	0 - 3	Approximately 500 - 1,300 sf
TOTAL	455	-	-

The unit mix for the Market Rate multi-family Courtyard Housing Condo Dwellings is as follows:

**Market Rate Housing Unit Type Description**

Unit Type	Quantity	Number of Bedrooms	Unit Area
Studio	16	0	Approximately 500 - 800 sf
1 Bedroom	32	1	Approximately 700 - 900 sf
2 Bedroom	65	2	Approximately 800 - 1,100 sf
3 Bedroom	16	3	Approximately 1,000 - 1,300 sf
TOTAL	129	-	-

All dwelling units - both inclusionary and market rate – shall be subject to the applicable Development Standards and Design Guidelines of the Parklands Specific Plan.

The said for-sale Inclusionary Housing units shall be comparable in infrastructure, construction quality, and exterior design and entrance features to the “For Sale” Market Rate Housing, though they may be smaller in size, and shall have a variety of interior finishes and amenities. All Inclusionary Units shall have the same rights of and access to common amenities and recreation facilities as the Market Rate units, and will be subject to equivalent homeowner or assessment district dues and fees.

For the purposes of this Inclusionary Housing Plan, a Moderate Income Household is a household whose income does not exceed 110 percent of the Area Median Income, adjusted for family size. Very Low Income is a household whose income does not exceed

## APPENDIX D INCLUSIONARY HOUSING PLAN

the very low-income limit established for Ventura County by the Department of Housing and Urban Development, adjusted for family size. Only those persons meeting the above definition, and their immediate family members (who live in the same household), shall qualify for residency in the proposed Inclusionary Housing units.

### Section 3: Calculation of Compliance with Interim Inclusionary Housing Program Requirements

Number of Inclusionary Housing Units in Project = 44

Number of Market Rate Housing Units in Project = 455 (per TTM No. 5632)

Total Number of Housing Units in Project = 499

Inclusionary Housing Units as a percentage of Total Project Units:  $44/499 = 8.82\%$

Inclusionary Housing Units as a percentage of Project Market Rate Units:  $44/455 = 9.67\%$

The number of Inclusionary Units falls short of the City's IHHP criterion of 15% of the total project units being Inclusionary units for the following reasons:

1. Parklands was not originally required by the City to provide for an Interim Inclusionary Housing Program because, among other reasons, of its variety of residential sizes, styles, architecture, and Traditional Neighborhood Design. The Parklands Specific Plan has been in process in the City since 2004. Prior to the initiation of the Specific Plan process, Parklands received in 2004 an allocation of 50 residential dwelling units under the City's prior evaluative program known as the Residential Growth Management Program (RGMP). The approved 2004 RGMP submission provided a design that, for all intents and purposes, is the same as the design currently proposed for entitlements. The Interim Inclusionary Housing Program was not adopted until 2008.
2. The requirement that Inclusionary Housing units be included in the Parklands project necessitated a reduction in the number of market rate units. The 2004 RGMP submission provided 486 total project units, a unit count significantly below the 533 units under the General Plan's allowed density of 8 dwelling units per acre (8 du/acre). The applicant's current position to keep the density well below the General Plan's allowed density and not exceed 499 units was in direct response to keeping Parklands' density below or compatible with the density of the surrounding Saticoy and Wells Community.
3. Thus, for all of the above causes and reasons, and to accommodate the intent of the Inclusionary Housing Program while maintaining Parklands' density as a number of residences sufficient to fairly and responsibly spread the extraordinary project costs, including but not limited to off-site public improvements, e.g. street and storm water, the restoration of Brown Barranca as a community recreation and open space feature and others, and the voluntarily reduced Market Rate unit count of 455 units residences, this Inclusionary Housing Program is found to be in compliance.

### Section 4: Phasing of the Development of the Inclusionary Housing

The Inclusionary Units shall be rationally and seamlessly distributed throughout the T4.6 Zone with approximately twenty-five percent (25%) of the total units on each developable parcel as depicted in Attachment A. Currently, it appears that all the buildings within the T4.6 Zone will be multi-family Courtyard Housing buildings with one (1) Courtyard Housing building being provided on each of the four (4) parcels within the T4.6 Zone. Developer is considering changing these residences to rental, subject to an underlying Condominium Map, as described in Section 1 above.

Since each Courtyard Housing building – and its mix of twenty-five percent (25%) Inclusionary Units and seventy-five percent

(75%) Market Rate Units - will be constructed in its entirety, Inclusionary Units shall be constructed and occupied concurrently with market rate units, subject to the right to introduce a market guided construction phasing plan for the Courtyard and other portions of Parklands at the applicant's discretion.

#### Section 5: Request for Incentives Pursuant to Section 24R250.510

Per Section 24R240.510, a request for a pro-rata refund of the following listed fees for each of the Inclusionary Units in the residential development be granted to Westwood Development Corporation, or its successors in interest, will be submitted to the City upon recordation of the Affordable Housing Agreement (see below):

- Specific Plan Permit Fees
- Variance Fees
- Tentative Subdivision Map Fees
- Design Review Fees
- Environmental Review Fees
- Development Agreement Fees
- Annexation Fees
- Change of Zone Fees

#### Section 6: Acknowledgement for Recordation of an Affordable Housing Agreement

It is hereby acknowledged that an instrument as specified by the City of Ventura restricting the Inclusionary Housing Units as affordable shall be recorded against each Inclusionary Unit (or recorded against each parcel, specifying each unit) and that a recordable Affordable Housing Regulatory Agreement shall be entered into between the applicant and the City of Ventura. The Affordable Housing Agreement shall be binding on any successor in interest to the Parklands Specific Plan.

#### Section 7: Justification to Address the City's Requirement for Dispersal of the Inclusionary Units

The ultimate development goal for the Inclusionary Housing Component of the Parklands Specific Plan project is to provide Very Low Income and Moderate Income Housing units. It is both impractical, and in direct opposition to critical project goals, to require that these Inclusionary Units be dispersed throughout the overall project per Section 24R240.320, for the following reasons:

1. The Inclusionary Housing, located in the T4.6 Zone, is strategically located to provide residents with easy access to public transportation, specifically Gold Coast Transit bus line 10 that runs along Wells Road and Telegraph Road and connects to the Ventura Transfer Center. The preserved Brown Barranca provides a significant and varied recreation experience closest to these dwellings. This area of Parklands is most proximate to convenience retail and best suits the sensibilities of the adjacent residents and nearby neighbors.

The units are rationally distributed throughout the T4.6 Zone with twenty-five percent (25%) of the total units on each developable parcel being comprised of Inclusionary Housing units.

2. Parklands was not originally required by the City to provide for an Interim Inclusionary Housing Program. The Parklands Specific Plan has been in process in the City since 2004. Prior to the initiation of the Specific Plan process, Parklands received in 2004 an allocation of 50 residential dwelling units under the City's prior evaluative program known as the Residential Growth Management Program (RGMP). The approved 2004 RGMP submission provided a design that, for all purposes, is the same design as the design currently seeking entitlement. The Interim Inclusionary Housing Program was not adopted until 2008. The processing of Parklands has been deferred on multiple occasions at the City's request for among other reasons, the City's Vision and General Plan Amendment process along with the changeover from the RGMP to Specific Plan neighborhood planning principles. Parklands funded and participated in the Wells/Saticoy community-wide Infrastructure Study, which also affected a processing delay until completion. Further, Parklands processing was slowed by the Saticoy & Wells Community Plan process, a process that still has not been completed.

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3. The requirement that Inclusionary Housing units be included in the Parklands project necessitated a reduction in the number of market rate units. The 2004 RGMP submission provided 486 total project units, a unit count significantly below the 533 units allowed per the General Plan's allowed density of 8 dwelling units per acre (8 du/acre). The applicant's decision to keep the density below the General Plan's allowed density was in direct response to keeping Parklands' density below and compatible with the density of the surrounding Saticoy and Wells Community. Thus, to accommodate the intent of the Inclusionary Housing Program while maintaining Parklands' density as a number sufficient to fairly and responsibly spread the extraordinary project costs, including but not limited to off-site public improvements, e.g. street and storm water, the restoration of Brown Barranca as a community recreation and open space feature and others, and the voluntarily reduced Market Rate unit count of 455 residences, this Inclusionary Housing Program is found to be in compliance.

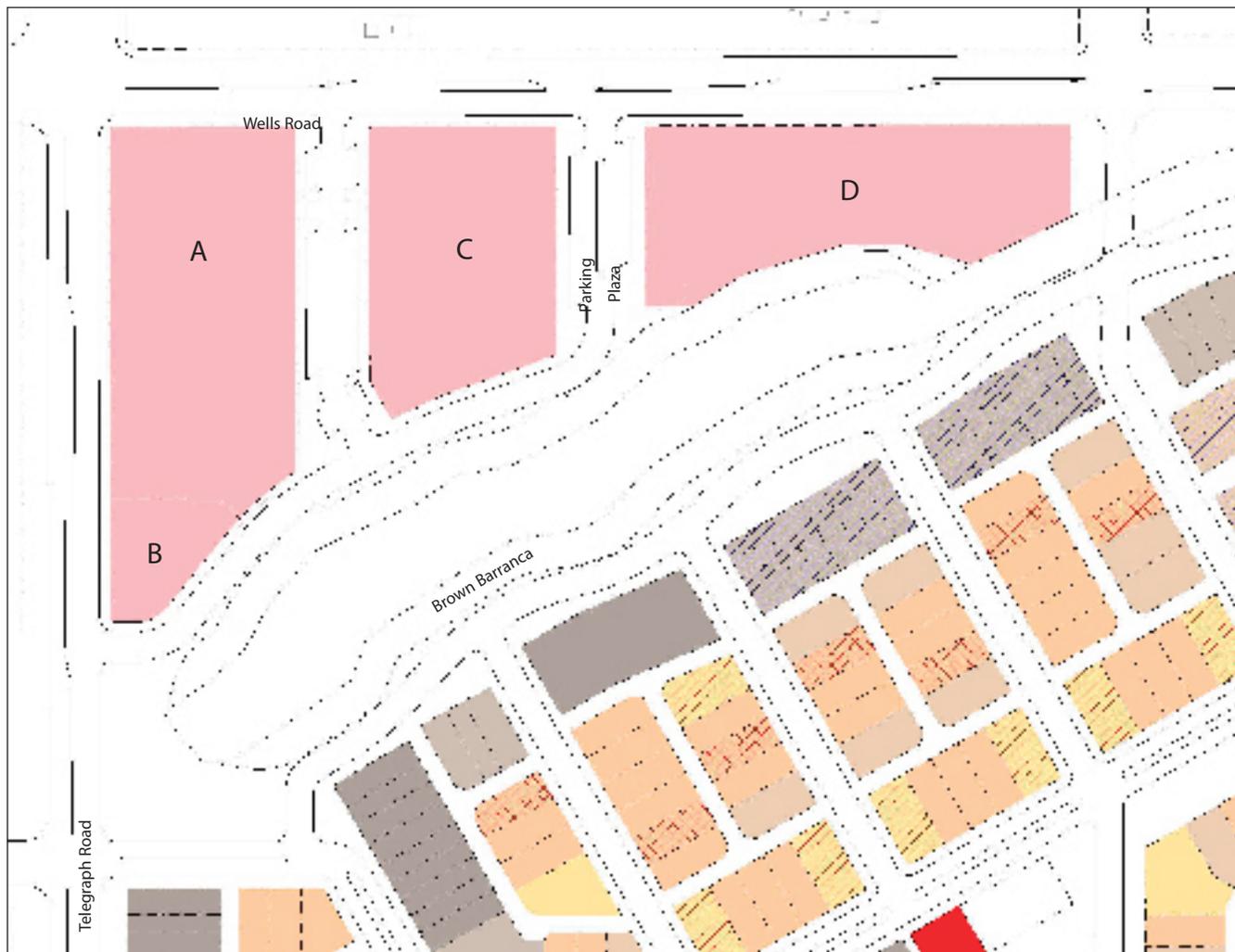
### Section 8: Table of Attached Graphic Exhibits

The following Exhibit Sheets are provided as further description of the Very Low Income and Moderate Income Housing sites, and are hereby incorporated into this Inclusionary Housing Program for the Parklands Specific Plan:

- Attachment A - Unit Distribution by T4.6 Parcel

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Attachment A - Unit Distribution by T4.6 Parcel



Parcel	Unit Type			Total Units	% of Inclusionary Units to Total Number of Units on Parcel
	Inclusionary		Market Rate		
	Very Low Income	Moderate Income			
A	5	14	52	71	27%
B	1	2	8	11	27%
C	3	8	34	45	24%
D	3	8	35	46	24%
TOTAL	12	32	129	173	25%

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