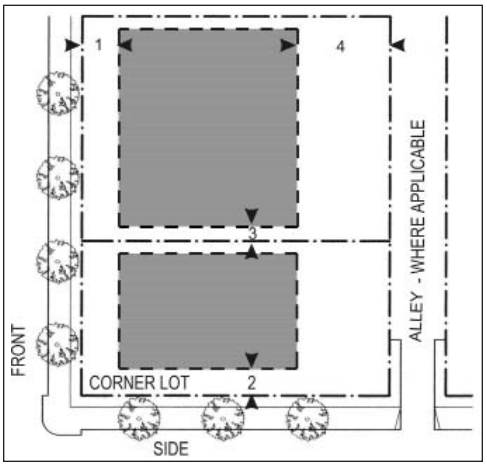
2.30.020 T4.1 URBAN GENERAL 1

A. Building Placement



Plan Diagram

1. BUILDING PLACEMENT

a. Primary Buildings shall be placed within the shaded area as shown in the diagram above (unless specified otherwise by a permitted Building Type).
   1. Front Yard Setback: 15' min. to 25' max.
   2. Side Street Setback: 10' to 15'
   3. Side Yard Setback: 5' min.
   4. Rear Setback: 25' min.

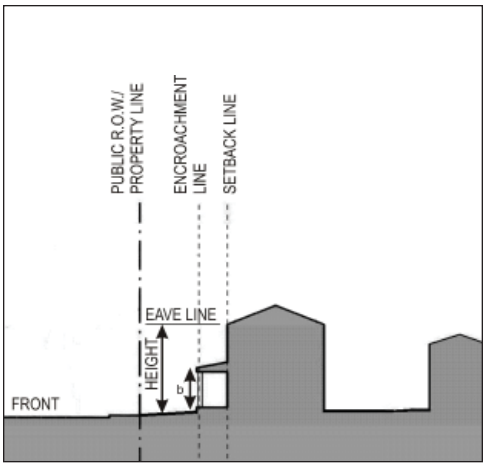
2. CARRIAGE HOUSES AND ACCESSORY BUILDINGS

a. Carriage Houses and Accessory buildings shall be placed in the shaded area shown in Diagram C. Parking Placement.
   1. Street Setback: Rear 50% of lot depth
   2. Side Street Setback: 5' min.
   3. Side Yard Setback: 5' min.
   4. Rear Setback: 5' min.

3. ARCHITECTURAL ENCROACHMENTS

a. Balconies, bay windows, chimneys, cantilevered rooms, and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).
   1. Balconies: 6' max. into Street Build-to Line, Side Street Build-to Line and Rear Setbacks.
   2. Bay windows, chimneys, cantilevered rooms, and eaves: 3' max. into all Setback areas identified in Diagram A. Building Placement, above.

B. Building Profile and Frontage



Section Diagram

1. HEIGHT

a. Maximum: 2 stories for Primary Building (20% of building footprint may be 3 story).

b. Floor to Floor: 12' max.

c. Accessory Buildings: 14' max. to eave or parapet line.

d. Carriage Houses: See Building Type performance standards.

2. FRONTAGE TYPES

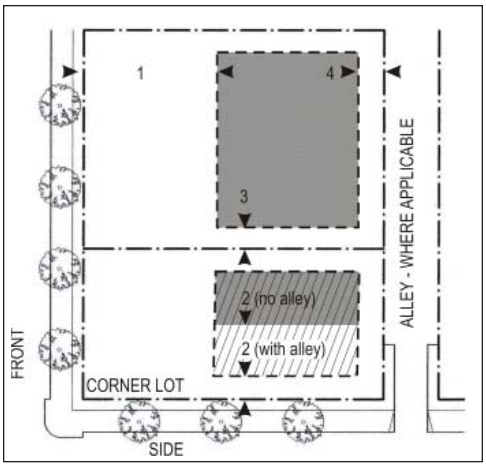
a. Stoop

b. Porch

c. Lightcourt

d. Dooryard

C. Parking



Parking Placement

1. PARKING AND SERVICES PLACEMENT

a. Off-street parking and Services shall be placed in the shaded area shown above.
   1. Street Setback: Rear 50% of lot depth
   2. Side Street Setback: 5' min. (with alley) / 20' min. (no alley)
   3. Side Yard Setback: 5' min.
   4. Rear Setback: 5' min.

2. PARKING REQUIREMENTS

a. Residential
   1. 1 parking space / 1500 s.f.
   2. No parking spaces are required for single room occupancy units

b. Non-Residential
   1. 2 parking spaces / 1000 s.f.

D. Building Types

Building Type	Allowed Lot Widths						
	25'	35'	50'	75'	100'	125'	150'
Carriage House		■	■	■	■		
Front Yard House			■	■	■		
Side Yard House			■	■	■		
Dup/Trip/ Quadplex			■	■	■		
Villa					■		
Bungalow Court						■	■
Side Court Housing					■	■	■
Courtyard Housing						■	■
Stacked Dwelling	*Only allowed as part of Mixed Type Developments*						

The building types allowed within the T4.1 Urban General 1 zone shall be limited to those in the table above, and placed only on lots with the lot width shown. See Article III (Building Type Standards) for performance standards and Article V (Design Guidelines) for architectural expression guidance.

E. Allowed Land Uses

The following land uses may occur within the T4.1 Urban General 1 zone, subject to the noted permit requirements:

Allowed Use °	**Permit**
Bed & Breakfast	P
Civic	P
Community Meeting	U
Corner Store	U
Day Care	U
Home Occupations	P
Multi-Family	P
Parks & Recreation	P
Single Family / Carriage House	P
Special Residential	U

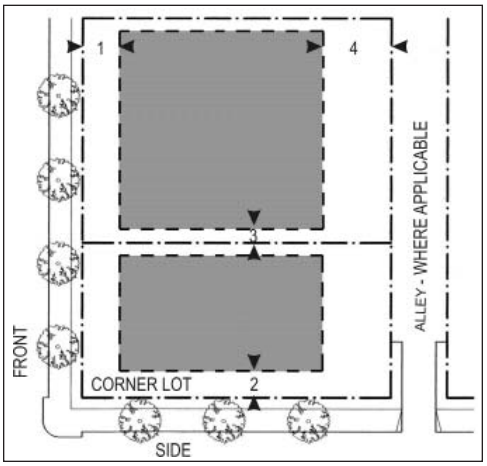
P = Permitted by Right

U = Use Permit

° *Alcoholic beverage establishments are subject to a Use Permit under the provisions of Section 24.460.210 of the Municipal Code.*

2.30.030 T4.2 URBAN GENERAL 2

A. Building Placement



Plan Diagram

1. SETBACKS

a. Primary Buildings shall be placed within the shaded area as shown in the diagram above (unless specified otherwise by a permitted Building Type).
   1. Street Build-to Line: 10’
   2. Side Street Build-to Line: 10’
   3. Side Yard Setback: 5’ min.
   4. Rear Setback: 15’ min.

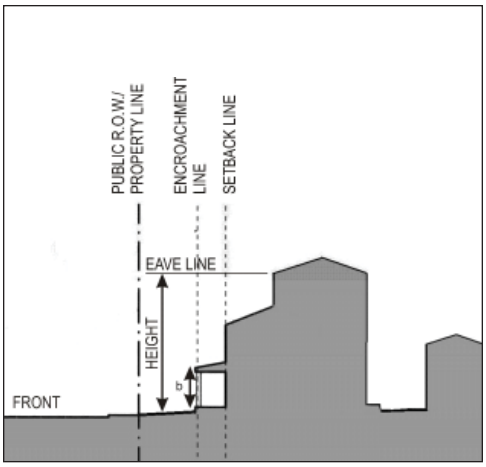
2. ACCESSORY BUILDINGS

a. Accessory Buildings shall be placed in the shaded area shown in Diagram C. Parking Placement.
   1. Street Setback: Rear 50% of lot depth
   2. Side Street Setback: 5’ min.
   3. Side Yard Setback: 5’ min.
   4. Rear Setback: 5’ min.

3. ARCHITECTURAL ENCROACHMENTS

a. Balconies, bay windows, chimneys, cantilevered rooms, and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).
   1. Balconies: 6’ max. into Street Build-to Line, Side Street Build-to Line and Rear Setback.
   2. Bay windows, chimneys, cantilevered rooms, and eaves: 3’ max. into all Setback areas identified in Diagram A. Building Placement, above.

B. Building Profile and Frontage



Section Diagram

1. HEIGHT

a. Maximum: 2 stories for Primary Building (40% of building footprint may be 3 story).

b. Floor to Floor: 12’ max.

c. Accessory buildings: 14’ max. to e ave or parapet line.

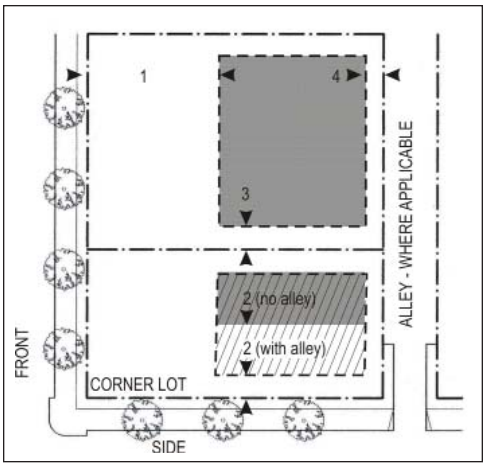
2. FRONTAGE TYPES

a. Stoop

b. Porch

c. Dooryard

C. Parking



Parking Placement

1. PARKING PLACEMENT

a. Off-street parking and services shall be placed in the shaded area shown above, unless subterranean.
   1. Street Setback: Rear 50% of lot depth
   2. Side Street Setback: 5' (with alley) / 20' (no alley)
   3. Side Yard Setback: 5' min.
   4. Rear Setback: 5' min.

b. Subterranean parking may extend to a height of 3' max above finished grade, provided that garage perimeter wall either aligns with face of building or becomes part of a Stoop or Dooryard frontage.

2. PARKING REQUIREMENTS

a. Residential
   1. 1 parking space / 1500 s.f.
   2. No parking spaces are required for single room occupancy units

b. Non-Residential
   1. 2 parking spaces / 1000 s.f.

D. Building Types

Building Type	Allowed Lot Widths							
	25'	35'	50'	75'	100'	125'	150'	
Dup/Trip/ Quadplex			■	■	■			
Villa					■			
Bungalow Court						■	■	
Row House		■	■	■	■	■	■	
Live/Work		■	■	■	■	■	■	
Side Court Housing					■	■	■	
Courtyard Housing						■	■	
Stacked Dwelling	*Only allowed as part of Mixed Type Developments*							

The building types allowed within the T4.2 Urban General 2 zone shall be limited to those in the table above, and placed only on lots with the lot width shown. See Article III (Building Type Standards) for performance standards and Article V (Design Guidelines) for architectural expression guidance.

E. Allowed Land Uses

The following land uses may occur within the T4.2 Urban General 2 zone, subject to the noted permit requirements:

Allowed Use °	**Permit**
Bed & Breakfast	P
Civic	P
Corner Store	U
Home Occupations	P
Multi-Family	P
Parks & Recreation	P
Special Residential	U

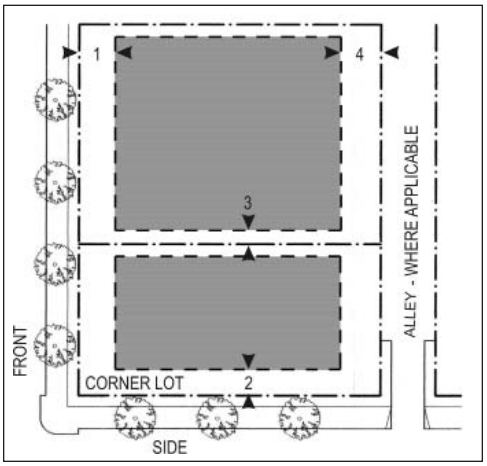
P = Permitted by Right

U = Use Permit

° *Alcoholic beverage establishments are subject to a Use Permit under the provisions of Section 24.460.210 of the Municipal Code.*

2.30.040 T4.3 URBAN GENERAL 3

A. Building Placement



Plan Diagram

1. SETBACKS

a. Primary Buildings shall be placed within the shaded area as shown in the diagram above (unless specified otherwise by a permitted Building Type).
   1. Street Build-to Line: 10’
   2. Side Street Build-to Line: 5’
   3. Side Yard Setback: 5’ min
   4. Rear Setback: 5’ min. (with alley) / 15’ min. (no alley)

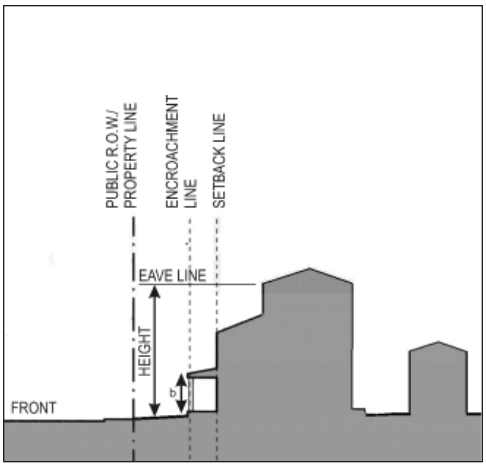
2. ACCESSORY BUILDINGS

a. Accessory Buildings shall be placed in the shaded area shown in Diagram C. Parking Placement.
   1. Street Setback: Rear 50% of lot depth
   2. Side Street Setback: 5’ min.
   3. Side Yard Setback: 5’ min.
   4. Rear Setback: 5’ min.

3. ARCHITECTURAL ENCROACHMENTS

a. Balconies, bay windows, chimneys, cantilevered rooms, and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).
   1. Balconies: 6’ max. into Street Build-to Line, Side Street Build-to Line and Rear Setback.
   2. Bay windows, chimneys, cantilevered rooms, and eaves: 3’ max. into all Setback areas identified in Diagram A. Building Placement, above.

B. Building Profile and Frontage



Section Diagram

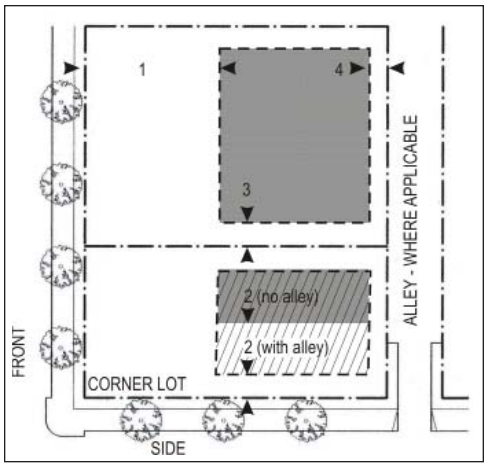
1. HEIGHT

a. Maximum: 3 stories for Primary Building (15% of building footprint may be 4 story.
b. Floor to Floor: 14’ min. and 17’ max. ground floor for the shopfront frontage type; 15’ max. ground floor for all other frontage types; 12’ max. second floor and above.
c. Accessory buildings: 14’ max. to eave or parapet line.

2. FRONTAGE TYPES

a. Shopfront
b. Forecourt
c. Stoop
d. Porch
e. Dooryard

C. Parking



Parking Placement

1. PARKING PLACEMENT

a. Off-street parking and services shall be placed in the shaded area shown above, unless subterranean.
   1. Street Setback: Rear 50% of lot depth
   2. Side Street Setback: 5' min. (with alley) / 20' min. (no alley)
   3. Side Yard Setback: 5' min.
   4. Rear Setback: 5' min.

b. Subterranean parking may extend to a height of 3' max. above finished grade, provided that garage perimeter wall either aligns with face of building or becomes part of a Stoop or Dooryard frontage.

2. PARKING REQUIREMENTS

a. Residential
   1. 1 parking space / 1500 s.f.
   2. No parking spaces are required for single room occupancy units

b. Non-Residential:
   1. 2 parking spaces / 1000 s.f.

D. Building Types

Building Type	Allowed Lot Width						
	25'	35'	50'	75'	100'	125'	150'
Mansion							
Row House							
Live/Work							
Side Court Housing							
Courtyard Housing							
Stacked Dwelling	*Only allowed as part of Mixed Type Developments*						

The building types allowed within the T4.3 Urban General 3 zone shall be limited to those in the table above, and placed only on lots with the lot width shown. See Article III (Building Type Standards) for performance standards and Article V (Design Guidelines) for architectural expression guidance.

E. Allowed Land Uses

The following land uses may occur within the T4.3 Urban General 3 zone, subject to the noted permit requirements:

Allowed Use °	**Permit**
Bed & Breakfast	P
Civic	P
Community Meeting	U
Corner Store	U
Farmers Market	U
Home Occupations	P
Lodging	U
Multi-Family	P
Parks & Recreation	P
Recycling	U
Special Residential	U

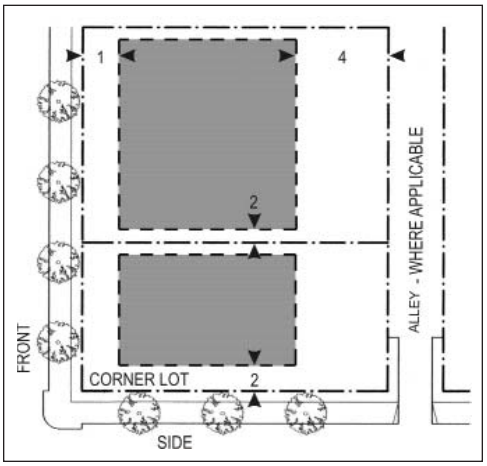
P = Permitted by Right

U = Use Permit

° *Alcoholic beverage establishments are subject to a Use Permit under the provisions of Section 24.460.210 of the Municipal Code.*

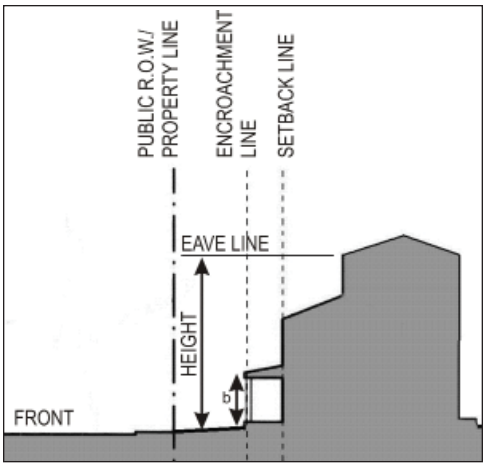
2.30.050 T4.4 THOMPSON CORRIDOR

A. Building Placement



Plan Diagram

B. Building Profile and Frontage



Section Diagram

1. SETBACKS

a. Primary Buildings shall be placed within the shaded area as shown in the diagram above (unless specified otherwise by a permitted Building Type).
   1. Front Yard Setback: 0 to 5' max. for corner lots; 5' min. to 10' max. for interior lots.
   2. Side Street Setback: 0 to 5' max.
   3. Side yard Setback: 5' min. adjacent to T4.1 Urban General 1; 0' adjacent to all other zones.
   4. Rear Setback: 15' min.

2. ACCESSORY BUILDINGS

a. Accessory Buildings
   1. Permitted only by Warrant.
   2. Must be located within shaded area of Diagram C. Parking Placement.

3. ARCHITECTURAL ENCROACHMENTS

a. Balconies, bay windows, chimneys, cantilevered rooms, and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).
   1. Balconies: 6' max. into Street Build-to Line, Side Street Build-to Line and Rear Setback.
   2. Bay windows, chimneys, cantilevered rooms, and eaves: 3' max. into all Setback areas identified in Diagram A. Building Placement, above.

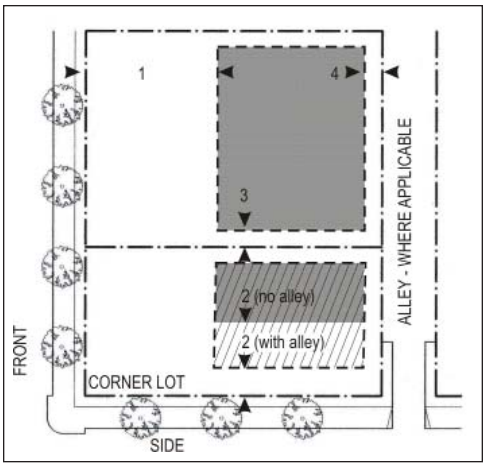
1. HEIGHT

a. Maximum: 2 stories for Primary Building (40% of building footprint may be 3 story).
b. Floor to Floor: 14' min. and 17' max. ground floor for the shopfront frontage type; 15' max. ground floor for all other frontage types; 12' max. second floor and above.
b. Accessory buildings: 14' max. to eave or parapet line.

2. FRONTAGE TYPES

a. Shopfront
b. Forecourt
c. Stoop
d. Porch
e. Lightcourt
f. Dooryard

C. Parking



Parking Placement

1. PARKING PLACEMENT

a. Off-Street parking and Services are allowed only in the shaded area as shown, unless subterranean.
   1. Street Setback: Rear 50% of lot depth.
   2. Side Street Setback: 5' min. (with alley) / 20' min. (no alley).
   3. Side Yard Setback: 5' min.
   4. Rear Setback: 5' min.

b. Subterranean parking may extend to a height of 3' max. above finished grade, provided that garage perimeter wall either aligns with face of building or becomes part of a Stoop or Dooryard frontage.

2. PARKING REQUIREMENTS

a. Residential
   1. 1 parking space / 1500 s.f.
   2. No parking spaces are required for single room occupancy units

b. Non-Residential:
   1. 2 parking spaces / 1000 s.f.

D. Building Types

Building Type	Allowed Lot Widths						
	25'	35'	50'	75'	100'	125'	150'
Mansion							
Row House							
Live/Work							
Side Court Housing							
Courtyard Housing							
Commercial Block							
Stacked Dwelling	*Only allowed as part of Mixed Type Developments*						

The building types allowed within the T4.4 Thompson Corridor zone shall be limited to those in the table above, and placed only on lots with the lot width shown. See Article III (Building Type Standards) for performance standards and Article V (Design Guidelines) for architectural expression guidance.

E. Allowed Land Uses

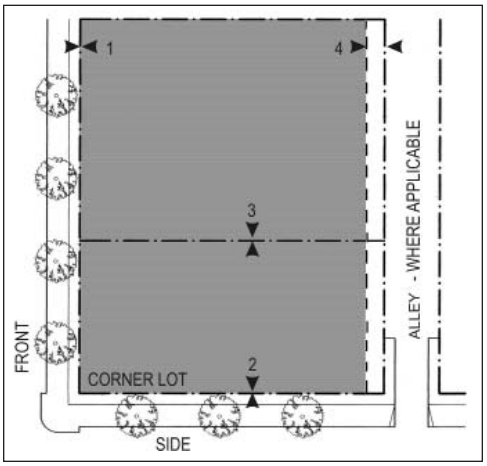
The following land uses may occur within the T4.4 Thompson Corridor zone, subject to the noted permit requirements:

Allowed Use °	**Permit**
Auto Repair	U
Bed & Breakfast	P
Civic	P
Community Meeting	U
Day Care	U
Emergency Shelter	UP (1)
Farmers Market	U
Gas Station	U
Health / Fitness	P
Home Occupations	P
Lodging	P
Medical / Dental	P
Multi-Family	P
Office	P
Parks & Recreation	P
Personal Services	P
Recycling	U
Restaurant	P
Retail	P
Special Residential	U
Thrift Stores	DP
Trade School	U

P = Permitted by Right
U = Use Permit
DP = Director's Permit
° Alcoholic beverage establishments are subject to a Use Permit under the provisions of Section 24.460.210 of the Municipal Code.
(1) Subject to Municipal Code Chapter 24.437

2.30.060 T5.1 NEIGHBORHOOD CENTER

A. Building Placement



Plan Diagram

1. SETBACKS

a. Primary Buildings shall be placed within the shaded area as shown in the diagram above (unless specified otherwise by a permitted Building Type).
   1. Street Build-to Line: per Frontage Type requirements
   2. Side Street Build-to Line: 0' to 5'
   3. Side Yard Setback: 0'
   4. Rear Setback: 5' min. (with alley) / 15' min. (no alley)

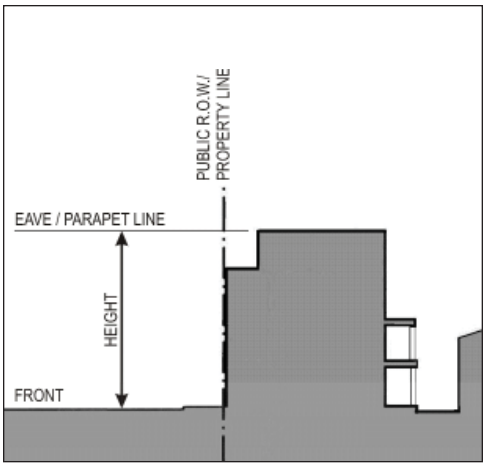
2. ACCESSORY BUILDINGS

a. Accessory Buildings
   1. Permitted only by Warrant.
   2. Must be located within shaded area of Diagram C. Parking Placement.

3. ARCHITECTURAL ENCROACHMENTS

a. Balconies, bay windows, chimneys, cantilevered rooms, and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).
   1. Balconies: 6' max. into Street Build-to Line, Side Street Build-to Line and Rear Setback.
   2. Bay windows, chimneys, cantilevered rooms, and eaves: 3' max. into all Setback areas identified in Diagram A. Building Placement, above.

B. Building Profile and Frontage



Section Diagram

1. HEIGHT

a. Maximum: 3 stories for Primary Building (25% of building footprint may be 4 story).

b. Floor to Floor: 14' min. and 18' max. ground floor for arcade, gallery and shopfront frontage types; 18' max. ground floor for all other frontage types, 12' max. second floor and above.

c. Accessory buildings: 14' max. to eave or parapet line.

2. FRONTAGE TYPES

a. Arcade

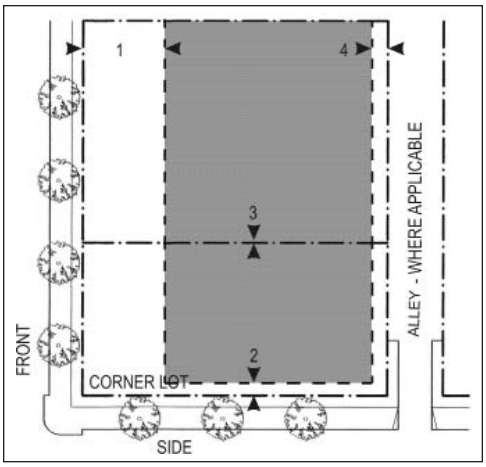
b. Gallery

c. Shopfront

d. Forecourt

e. Stoop

C. Parking



Parking Placement

1. PARKING PLACEMENT

a. Off-street parking and Services are allowed only in the shaded area as shown, unless subterranean.
   1. Street Setback: Rear 75% of lot depth
   2. Side Street Setback: 5' min.
   3. Side Yard Setback: 0' min.
   4. Rear Setback: 5' min.

b. Subterranean parking may extend to a height of 3' max above finished grade, provided that garage perimeter wall either aligns with face of building or becomes part of a Stoop frontage.

2. PARKING REQUIREMENTS

a. Residential
   1. 1 parking space / 1500 s.f.
   2. No parking spaces are required for single room occupancy units.

b. Non-Residential:
   1. 2 parking spaces / 1000 s.f.

D. Building Types

Building Type	Allowed Lot Widths						
	25'	35'	50'	75'	100'	125'	150'
Row House							
Live/Work							
Courtyard Housing							
Commercial Block							
Stacked Dwelling	*Only allowed as part of Mixed Type Developments*						

The building types allowed within the T5.1 Neighborhood Center zone shall be limited to those in the table above, and placed only on lots with the lot width shown. See Article III (Building Type Standards) for performance standards and Article V (Design Guidelines) for architectural expression guidance.

E. Allowed Land Uses

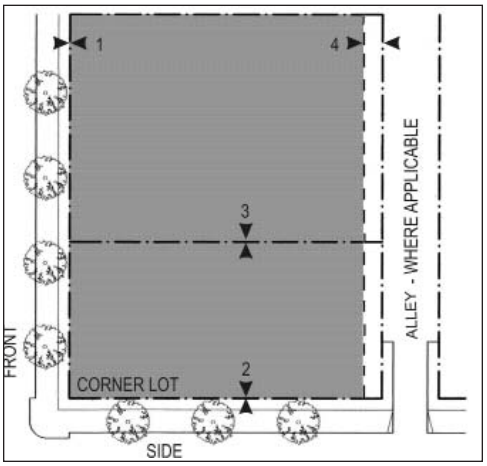
The following land uses may occur within the T5.1 Neighborhood Center zone, subject to the noted permit requirements:

Allowed Use °	**Permit**
Bar / Nightclub •	U
Civic	P
Community Meeting	U
Daycare	U
Emergency Shelter	UP (1)
Farmers Market	U
Health / Fitness	P
Home Occupations	P
Lodging	P
Medical / Dental	P
Multi-Family	P
Office	P
Parks & Recreation	P
Personal Services	P
Recycling	U
Restaurant	P
Retail	P
Special Residential	U
Thrift Stores	DP
Trade School	U

P = Permitted by Right
U = Use Permit
DP = Director's Permit
° Alcoholic beverage establishments are subject to a Use Permit under the provisions of Section 24.460.210 of the Municipal Code.
• New bars and nightclubs are restricted to the areas shown in Figure III-3. Bar and Nightclub Siting.
(1) Subject to Municipal Code Chapter 24.437

2.30.070 T6.1 URBAN CORE

A. Building Placement



Plan Diagram

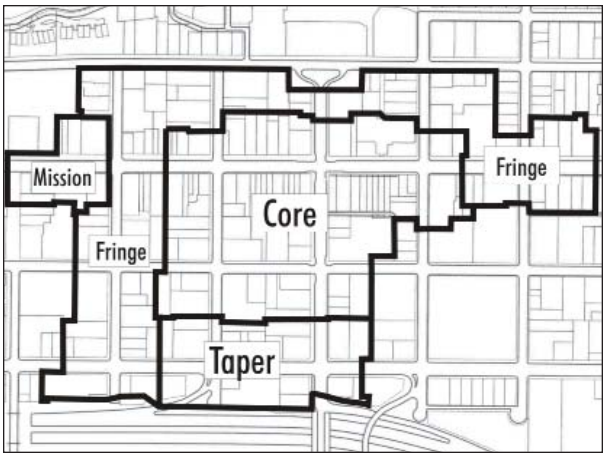
1. SETBACKS

a. Primary Buildings shall be placed within the shaded area as shown in the diagram above (unless specified otherwise by a permitted Building Type).
   1. Street Build-to Line: 0' to 5' min.
   2. Side Street Build-to Line: 0' to 5' min.
   3. Side Yard Setback: 0' min.
   4. Rear Yard Setback: 5' min.

2. ARCHITECTURAL ENCROACHMENTS

a. Balconies, bay windows, chimneys, cantilevered rooms, and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).
   1. Balconies: 6' max. into Street Build-to Line, Side Street Build-to Line and Rear Setback.
   2. Bay windows, chimneys, cantilevered rooms, and eaves: 3' max. into all Setback areas identified in Diagram A. Building Placement, above.

B. Building Profile and Frontage



Maximum Height Diagram

1. HEIGHT

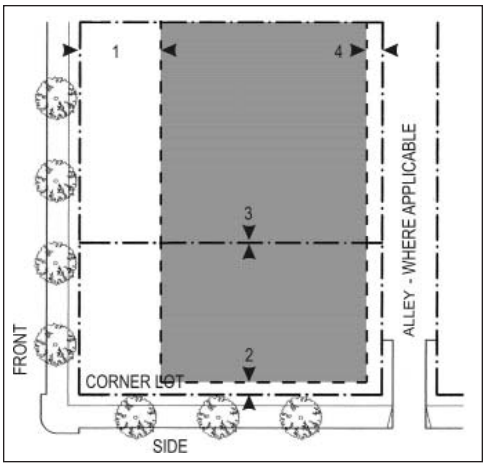
a. Maximum:
   1. **Core Area:** 4 stories for Primary Building (20% of building footprint may be 5 story).
   2. **Fringe Area:** 3 stories for Primary Building (25% of building footprint may be 4 story).
   3. **Taper Area:** 3 stories for Primary Building (25% of building footprint may be 4 story) + 25' setback for fourth story from Oak and California Streets. Taper area height limits apply to all T6.1 properties South of Hwy 101 (not shown in Maximum Height Diagram).
   4. **Mission Area:** 3 stories for Primary Building (15% of building footprint may be 4 story).

b. Floor to Floor: 15' min. and 20' max. ground floor for shopfront frontage type; 18' max. ground floor for all other frontage types; 12' max. second floor and above.

2. FRONTAGE TYPES

a. Shopfront
b. Forecourt
c. Stoop
d. Porch (along Poli Street only)
e. Lightcourt
f. Dooryard (along Poli Street only)

C. Parking



Parking Placement

1. PARKING PLACEMENT

a. Off-street parking and Services are allowed only in the shaded area as shown, unless subterranean.
   1. Street Setback: Rear 75% of lot depth
   2. Side Street Setback: 5' min.
   3. Side Yard Setback: 0'
   4. Rear Setback: 5' min.

b. Subterranean parking may extend to a height of 3' max above finished grade, provided that garage perimeter wall either aligns with face of building or becomes part of a Stoop or Dooryard frontage.

2. PARKING REQUIREMENTS

a. Residential
   1. 1 parking space / 1500 s.f.
   2. No parking spaces are required for single room occupancy units

b. Non-Residential:
   1. 2 parking spaces / 1000 s.f.

D. Building Types

Building Type	Allowed Lot Widths						
	25'	35'	50'	75'	100'	125'	150'
Live/Work							
Courtyard Housing							
Commercial Block							
Stacked Dwelling	*Only allowed as part of Mixed Type Developments*						

The building types allowed within the T6.1 Urban Core zone shall be limited to those in the table above, and placed only on lots with the lot width shown. See Article III (Building Type Standards) for performance standards and Article V (Design Guidelines) for architectural expression guidance.

E. Allowed Land Uses

The following land uses may occur within the T6.1 Urban Core zone, subject to the noted permit requirements:

Allowed Use °	**Permit**
Bar / Nightclub •	U
Bed & Breakfast	P
Civic	P
Community Meeting	U
Emergency Shelter	UP (1)
Farmers Market	U
Health / Fitness	P
Home Occupations	P
Lodging	P
Medical / Dental	P
Multi-Family	P
Office	P
Parks & Recreation	P
Personal Services	P
Restaurant	P
Retail	P
Special Residential	U
Timeshare	U*
Thrift Stores	DP
Trade School	U

P = Permitted by Right
U = Use Permit
DP = Directori's Permit

° *Alcoholic beverage establishments are subject to a Use Permit under the provisions of Section 24.460.210 of the Municipal Code.*

• *New bars and nightclubs are restricted to the areas shown in Figure III-3. Bar and Nightclub Siting.*

* *Exclusive to the area south of U.S. Highway 101.*

(1) Subject to Municipal Code Chapter 24.437

2.40.010 MIXED TYPE DEVELOPMENT STANDARDS

A. Purpose

This section regulates the development of large parcels or parcel assemblages. The intent is to generate buildings whose massing and articulation reflect the scale of the historic downtown development pattern, and to prevent large monolithic and repetitive buildings. Large development projects shall be composed of multiple structures and/or shall be designed to have the appearance of multiple independent buildings. A variation in building height and a mix of building and dwelling types within the same project is required in order to reflect the scale and rhythm of Downtown Ventura's historic lotting pattern.

B. Applicability

Any parcel or parcel assemblage with a contiguous area of 30,000 sf or more shall be developed as Mixed Type Development in accordance with the standards in this section [E]. Parcels or parcel assemblages with a contiguous area less than 30,000 sf may also be developed as Mixed Type Development.

C. Submittal Requirements

An application for a development qualifying under this section shall include, at a minimum, a plan sheet, inclusive of diagrams and text, which identifies proposed individual building sites and their dimensions, existing adjacent thoroughfares, proposed new thoroughfares, proposed Building Type(s), proposed Frontage Type(s) and the relationship of the project site to its surrounding context.

D. Relationship to Urban Standards, Building Type Standards and Design Guidelines

Each building within a Mixed Type Development shall comply with the applicable requirements in the Urban Standards, Building Types Standards and Design Guideline. However, standards and requirements shall be amended as follows:

1. Street Setback: For buildings not abutting a street this requirement shall be waived. Buildings shall instead conform with the dimensions and requirements for semi-public paseos and/or courtyards described above [E or W].
2. Access: For buildings not abutting a street pedestrian access shall be taken directly from a paseo or courtyard that functions as the extension of the public realm as described above [E].
3. Side and/or Rear Setback: The overall project site shall be governed by the applicable Urban Standards. Nominal lots shall be governed by the interior side setback for the applicable zone as per the Urban Standards [W].

E. Mixed Type Development Standards

1. MIX OF BUILDING TYPES

a. Developments on parcels or parcel assemblages between 30,000 sf and 50,000 sf shall be composed of at least 2 buildings which may be of the same or different building types as allowed by the applicable zone [E].

b. Developments on parcels or parcel assemblages exceeding 50,000 sf shall be composed of at least 3 buildings which may be of the same or different building types as allowed by the applicable zone [E].

c. Stacked Dwellings are generally not permitted in the downtown as they do not contribute much to enliven the street facade and do not provide direct street access for individual dwelling units. However, Mixed Type Developments allow for the inclusion of Stacked Dwellings if they are integrated into the overall design of a project. Stacked Dwelling building type shall comprise no more than 30% of the total number of units and are encouraged to be located toward the rear of a lot [E].

2. PEDESTRIAN ACCESS

The relatively large downtown blocks and resulting deep lots often accommodate buildings within the block that do not necessarily have direct frontage on any of the block bounding streets. These standards aim at ensuring that all dwelling units and/or residential lobbies independent of their location within a block have access to and are connected with the public realm and the life of the city. To that end, the public realm shall extend into the block in the form of new streets, paseos and/or interconnected courtyards that provide direct access to a public street. Paseos and courtyards are limited to pedestrian traffic, and in no case may a vehicular driveway be the sole means of access to a dwelling. Permitted building types shall be arranged around and take their primary access from this extension of the public realm.

Semi-public paseos and courtyards that serve as an extension of the public realm shall have the following minimum dimensions and setbacks:

a. Paseos shall be a minimum of 15 ft wide between primary building walls. Architectural encroachments are not permitted [E].

b. Courtyards shall be at minimum 30 ft wide for North/South oriented courtyards, or 40 ft wide for East/West oriented courtyard [W]. See Article III, section 3.10.120 for further detail. Architectural encroachments are permitted per the Urban Standards.

3. VEHICULAR ACCESS

a. Parking shall be accessed from new internal streets, alleys or driveways. Cul-de-sacs and dead end streets are prohibited unless topographical constraints prohibit through streets. Alleys may be dead-end if they allow for future connection to adjacent parcels. Garage doors shall face alleys or driveways. Flag lots are prohibited [E].

b. Thoroughfares shall fluctuate in design (i.e., travel lane widths, sidewalk widths, landscaping, etc.) according to variables including, but not limited to, vehicle capacity, vehicle speed, topography, pedestrian (including bicycle use) circulation, public transit, placement of adjacent buildings and businesses and function beyond the project development boundaries, all subject to City Engineer approval. Within Downtown, vehicle and pedestrian movement should emphasize the pedestrian.

4. MASSING AND ARTICULATION

a. Development shall be designed as if buildings were built on narrow lots, following the 50 foot historic lotting pattern in Downtown Ventura. Each building shall have a clear and harmonious pattern of vertically-oriented facade openings including entries, windows, and bays and columns or other exposed vertical supports. Vertical articulations can be produced by variations in roof lines, window groupings, applied facade elements such piers or pilasters, bay windows and subtle changes in materials and vertical planes that create shadow lines and textural differences. Vertical elements break up long, monolithic building facades along the street. Major vertical elements should be a maximum of 50 ft apart measured center-to-center, which reflects the historic parcel increment of much of Downtown. Article V Design Guidelines shall apply [DR].

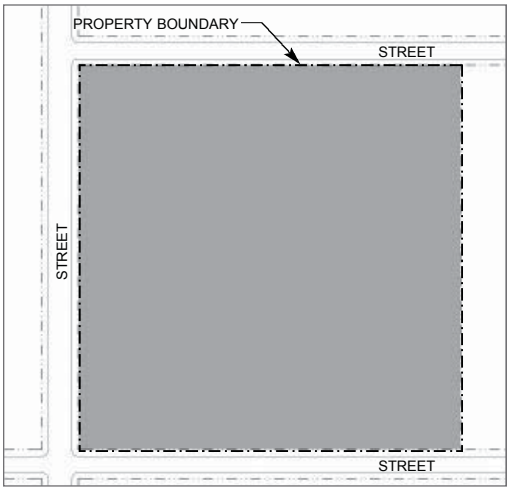
5. PUBLIC BUILDINGS

a. Public buildings that, if included, are located in visually prominent central locations recognizable and accessible to the public.

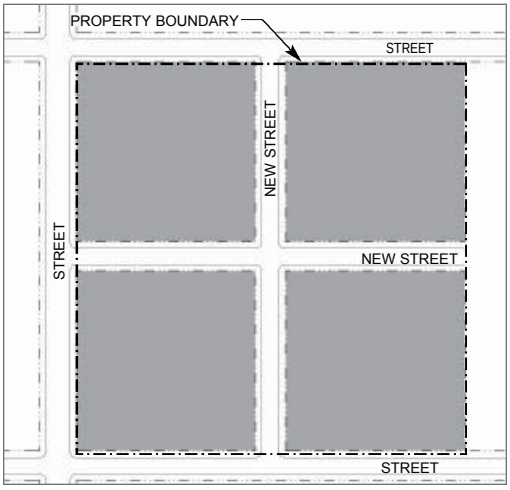
F. Illustrative Diagrams

The diagrams at right and on the following page (III-28) provide an illustrative example of how to comply with this section.

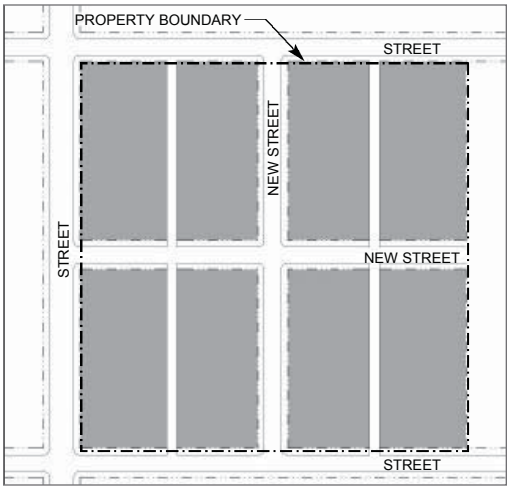
1. Original Site



2. Introduce Streets



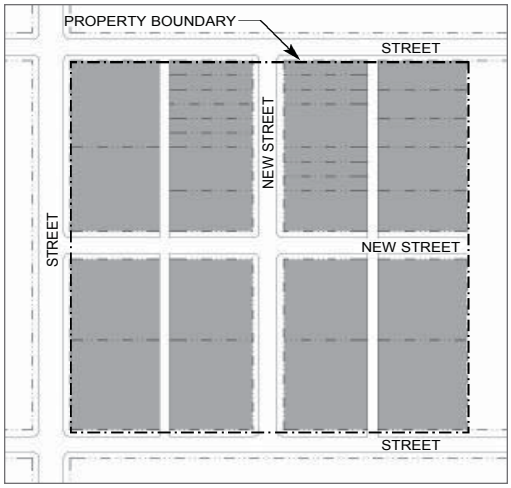
3. Introduce Alleys



Deviations from a standard of guideline require the following Variance (pg. III-120):
[DR] = Design Review [W] = Warrant [E] = Exception

2.40.010 MIXED TYPE DEVELOPMENT STANDARDS

4. Introduce Lots



5. Introduce Building Types

2.50.010 FLEX USE OVERLAY

A. APPLICABILITY. The Flex Use Overlay is applied to fringe Plan areas titled Westside Workplace and Eastside Workplace.

B. WESTSIDE WORKPLACE

1. This area occurs along the western fringe of Downtown; as depicted on the Regulating Plan (Page III-9, Figure III-1). It is provided a Flex Use Overlay to facilitate an alternative environment for Ventura's population of artisans and craftspeople. While building types allowed under the base zone (e.g., Courtyard Housing is allowed T4.1 Urban General 1) are required, their function may be designed to accommodate commercial and light industrial activities. The Westside Workplace Area also contains Patagonia; one of Downtown Ventura's major employers. Retaining the Patagonia buildings and uses, and allowing for them to expand, are priorities of the planning area.

2. Use Permit approval is required prior to commencing Light Industrial, Office, Auto Repair, Trade School, Medical/Dental or Wholesale/Distribution uses in the Westside Workplace Area.

C. EASTSIDE WORKPLACE

1. This area occurs around Ventura's oldest industrial hub near Front Street and Southern Pacific Railroad; as shown on the Regulating Plan (Page III-9, Figure III-1). While the expansion of residential use was encouraged by the 1993 Downtown Specific Plan and is provided for by this Plan, a Flex Use Overlay will provide for limited commercial uses. The overlay will also enable the retention of a number of existing commercial uses. It will also facilitate neighborhood serving commercial uses within walking distance and, thus, reduce vehicle trips.

2. Use Permit approval is required prior to commencing Restaurant, Timeshare, Trade School, Day Care, Personal Service, Office or Retail uses in the Eastside Workplace Area.

2.50.020 CIVIC BUILDING OVERLAY

A. PURPOSE. Civic buildings and their associated uses represent physical symbols of a community's social, cultural, educational, and other institutional activities. They preserve the lessons and instruments of culture, offer a dignified forum for the issues of the time, encourage democratic initiatives, and consequently ensure the balanced evolution of the larger society. The physical composition of civic buildings should result in distinction from common, backstory buildings used for dwelling and commerce.

B. APPLICABILITY. New civic buildings and/or alterations to existing civic buildings require Design Review and, to the extent provided for below, conformance to the Development Code standards and guidelines:

1. Article II (Urban Standards) - All requirements apply unless Warrant approval is obtained
2. Article III (Building Types) - Not applicable
3. Article IV (Frontage Types) - Not applicable
4. Article V (Design Guidelines) - All sections apply except 5.10.030 (A) (Context and Architectural Character) and 5.10.030 (B) (Building Massing and Articulation)
5. Article VI (Sign Standards) - Not applicable
7. Article VII (Other Standards) - All requirements apply

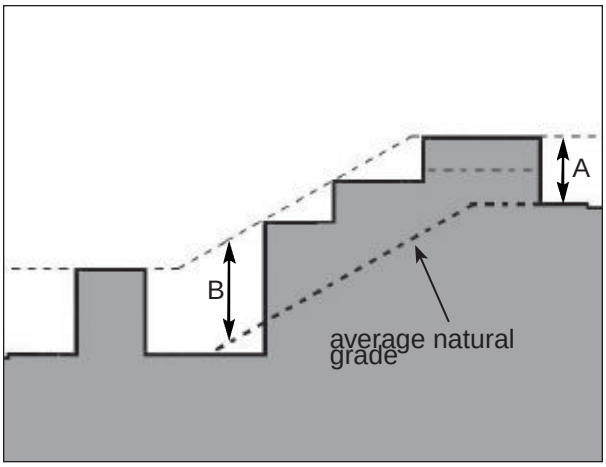
2.50.030 HILLSIDE OVERLAY

A. APPLICABILITY. The following provisions supersede the maximum height regulations for the underlying zones as shown in the Regulating Plan (Figure III-1).

1. HEIGHT

a. Primary Building height, as measured to the eave, shall not project above the following:

1. T4.1 Urban General 1:
   - i. Rear lot line highest/slope of lot ten percent or less. Where the average elevation of the rear lot line is above the average elevation of the front lot line, and where the slope of the lot is ten percent or less, no building or other structure, shall exceed a height of 12 1/2 feet above the average natural grade of the required rear lot line, or 15 feet above the average natural grade of the required rear setback line, or 30 feet above the average natural grade at each corner point of the building, whichever of the foregoing is the lowest elevation.
   - ii. Rear lot line highest/slope of lot greater than ten percent. Where the average elevation of the rear lot line is above the average elevation of the front lot line, and where the slope of the lot is greater than ten percent, no building or other structure shall exceed a height of ten feet above the average natural grade of the rear lot line, or 15 feet above the average natural grade of the required rear setback line, or 30 feet above the average natural grade at each corner point of the building line, whichever of the foregoing is the lowest elevation.
   - iii. Front lot line highest. Where the average elevation of the front lot line is above the average elevation of the rear lot line, no building or other structure shall exceed a height of 15 feet above the average elevation of the front lot line and 30 feet above the average natural grade at each corner point of the building line, whichever of the foregoing is the lowest elevation.
   - iv. Through lot. No building or other structure on a through lot in the Hillside Area shall exceed a height of 15 feet above the average elevation of the front lot line of the highest lot frontage and 30 feet above the average natural grade at each corner point of the building line, whichever of the foregoing is the lowest elevation.
2. T6.1 Urban Core: 24' max. above Poli Street (A) and 36' max. above average natural grade (B), see Maximum Height Diagram (opposite).



Maximum Height Diagram (T6.1 Urban Core)

b. Survey.

1. Applicants must provide complete topographical and lot survey information prepared by an architect, surveyor, or civil engineer licensed or registered to practice in the State of California, for the lot or lots involved. Such information shall include grading details of any cut or fill slopes and all elevation reference points required by this subsection to verify height measurements, except as provided below. The elevation reference points for the front and rear lot lines and the required rear yard setback line shall be shown directly on the site plan and plotted as follows:
   - i. Point one and two shall be the lot corners;
   - ii. Point three shall be the midpoint between points one and two;
   - iii. Point four shall be the midpoint between points one and three; and
   - iv. Point five shall be the midpoint between points two and three
2. Exception to preparation of survey information. Within the boundaries of the Hillside Overlay, the director may determine that the survey information set forth above is not required provided it can be demonstrated, based on criteria established and adopted by separate resolution, of the council, that the height of buildings or structures or expansions thereof, is in scale with surrounding development and will not unreasonably or unnecessarily interfere with scenic views from other public streets and other public areas. However, in no case shall the height of any building or structure or expansion thereof exceed the maximum height set forth in the underlying zone or Hillside Overlay.

ARTICLE III. BUILDING TYPES

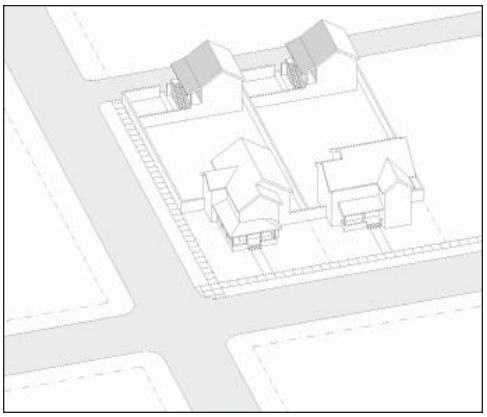
3.10.010 PURPOSE

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

The Building Types allowed in the Downtown Specific Plan area, as described in the following pages, are:

1. Carriage House
2. Front Yard House
3. Side Yard House
4. Duplex, Triplex and Quadplex
5. Villa
6. Mansion
7. Bungalow Court
8. Rowhouse
9. Live / Work
10. Side Court Housing
11. Courtyard Housing
12. Commercial Block
13. Stacked Dwellings

3.10.020 CARRIAGE HOUSE



Carriage House Example Diagram

Allowed in Transect: T4.1 & T4.1 Main Frontage

A. DESCRIPTION

A Carriage House is a building type consisting of a dwelling unit on top of or attached, at-grade to a detached garage. Carriage Houses typically abut an alley at the rear of a lot that also includes a Front Yard or Side Yard House. Lots deeper than 120' within the T4.1 Urban General 1 and T4.1 Main Frontage zones are eligible for a Carriage House. In compliance with State Planning Law, performance standards for Carriage Houses are mandatory and no variance may be granted. Carriage Houses approval is ministerial without public hearing.

B. ACCESS

1. The main entrance to the dwelling unit shall be accessed from the side yard setback, side street build-to or rear yard setback.
2. Where an alley is present, parking and services shall be accessed through the alley.

C. PARKING AND SERVICES

1. No parking is required for the Carriage Houses, however, if provided it may be within a garage, carport or tandem in the driveway.
2. An alley-accessed garage may accommodate up to three cars. A non-alley-accessed garage may accommodate no more than two cars. A street facing garage shall have one-car garage doors.

D. OPEN SPACE

1. Carriage Houses and garages may occupy no more than 30% of that area illustrated by Diagram C.1 (Parking and Services Placement) of the applicable zone.
2. One private yard, separate from the primary yard, of no less than 150 s.f. 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.
3. On a lot without an alley, a Carriage House shall have a minimum rear yard setback of 10 feet and a minimum side yard setback of 5 feet.

Illustrative Photo

E. LANDSCAPE

1. There are no landscape requirements for this building type.

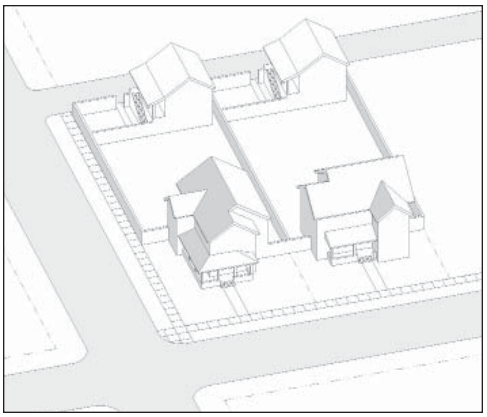
F. FRONTAGE

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.

G. BUILDING SIZE AND MASSING

1. Carriage houses shall be designed as flats located above a detached garage, attached at-grade to a detached garage, or as a detached unit if no garage is present.
2. Carriage Houses located above garages shall be no taller than 2 stories (inclusive of garage) at 12' max. per floor.
3. Carriage Houses located attached, at-grade to garages shall be no taller than 1 story at 12' max. per floor.
4. Carriage houses shall be a max. size of 750 s.f. habitable floor area.
5. Carriage houses shall not exceed 50% of primary building's habitable floor area.

3.10.030 FRONT YARD HOUSE



Front Yard House Example Diagram

Allowed in Transects: T4.1 & T4.1 Main Frontage

A. DESCRIPTION

A detached building designed as a single dwelling unit that may be located upon a qualifying lot in the T4.1 Urban General 1 and T4.1 Main Frontage zones. A Front Yard House may be used for non-residential purposes where allowed by Table E. Allowed Land Uses of the applicable zone (see Article II). A Front Yard House is accessed from the sidewalk adjacent to the street build-to line. The following text provides performance standards for Front Yard Houses.

B. ACCESS

1. The main entrance shall be located within the façade and accessed directly from the street through an allowed frontage type. [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 shall be accessed by way of a driveway 7 to 10 feet wide, and with 2-foot min. planters on each side. [W]
4. On a corner lot without access to an alley, parking and services shall be accessed by a driveway of 18 feet maximum width, and with 2-foot min. planters on each side. [W]

C. PARKING AND SERVICES

1. Required parking for one car shall be within a garage. The remainder of required parking may be provided in a garage, carport or uncovered. [W]
2. An alley accessed garage or carport may accommodate up to three cars. [W]
3. Parking facing a side street build-to line shall be accommodated in a two-car (max.) garage with one-car garage doors. [W]
4. Where an alley is present, services, above ground equipment and trash container areas should be located on the alley. [DR]
5. Where an alley is not present, above ground equipment and trash container areas shall be located at least 10 feet behind the façade of the house and be screened from view from the street with landscaping or a fence. [W]

Illustrative Photo

D. OPEN SPACE

1. Front yards are defined by the street build-to line or front yard setback and frontage type requirements of the applicable zone. [DR]
2. One usable, outdoor space shall be provided behind the Front Yard House at no less than 15% of the area of each lot and of a regular geometry (e.g., rectangular) with a minimum dimension of 20 feet. [W]

E. LANDSCAPE

1. Front yard trees are encouraged to be of porch scale (no more that 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 that 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]

Illustrative Photo

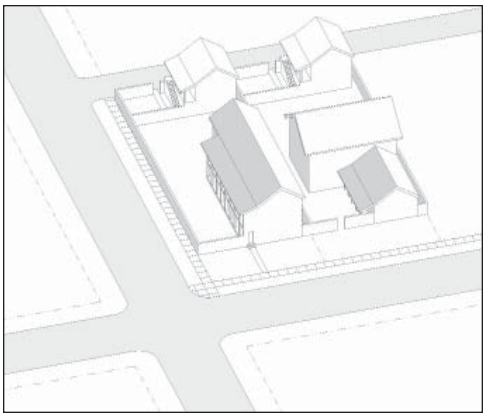
F. FRONTAGE

1. Other than Frontage Type performance measures, there are no additional frontage requirements for this building type.

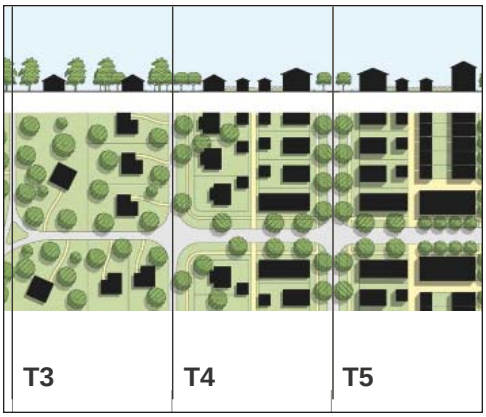
G. BUILDING SIZE AND MASSING

1. Building elevations abutting side yards should be designed to provide at least one horizontal plane break of at least three feet, and one vertical break. [DR]
2. Houses on corner lots should be designed with two facades of equal architectural expression. [DR]
3. Buildings should be composed of one and/or two story volumes, each designed to house scale. [DR]
4. Attic space may be occupied and not count as a story when applying the height limits of the applicable zone. [DR]

3.10.040 SIDE YARD HOUSE



Side Yard House Example Diagram



Allowed in Transects: T4.1 & T4.1 Main Frontage

A. DESCRIPTION

A detached building designed as a single dwelling unit that may be located upon a qualifying lot in the T4.1 Urban General 1 and T4.1 Main Frontage zones. A Side Yard House may be used for non-residential purposes where allowed by Table E. Allowed Land Uses of the applicable zone (see Article II). A Side Yard House is flanked by a side yard accessed via a walkway parallel to the yard area. The following text provides performance standards for Side Yard Houses.

B. ACCESS

1. The main entrance shall be accessed directly from the street through an allowed frontage type or side yard area. [E]
2. Where an alley is present, parking and services shall be accessed through the alley. [E]
3. Where an alley is not present, this type is allowed only on a corner lot. [E]
4. For a corner lot without access to an alley, parking and services shall be accessed by a driveway of 18 feet maximum width, and with 2-foot min. planters on each side. [W]

C. PARKING & SERVICES

1. Required parking for one car shall be within a garage. The remainder of required parking may be provided in a garage, carport or uncovered. [W]
2. An alley accessed garage or carport may accommodate up to three cars. A non-alley-accessed garage or carport may accommodate no more than 2 cars. Parking facing a side street must be accommodated in a garage (carports are not allowed). A side street facing garage shall have 1-car garage doors. [W]
3. Where an alley is present, services, above ground equipment and trash container areas should be located on the alley. [DR]
4. Where an alley is not present, above ground equipment and trash container areas shall be located at least 10 feet behind the façade of the house and be screened from view from the street with landscaping or a fence. [W]

D. OPEN SPACE

1. Front yards are defined by the street build-to line of front yard setback of the applicable zone. [DR]
2. One side yard shall provide usable, outdoor space equal in width to the street build-to line but not less than 15 feet, with ground floor living areas (e.g., living room, family room, dining room, etc.) opening to it with large windows and, where possible, French doors. This side yard shall be enclosed by a wall or hedge no more than 6 feet high, and shall encompass no less than 15% of the area of each lot and of a regular geometry (e.g., rectangular). [E]

Illustrative Photo

3. On a corner lot, the side yard required by D.2, shall abut the street, and the enclosing wall or hedge shall not be more than 6 feet high. The opposite side yard may not have a fence at the property line, with an easement instead allowing use of the yard by the neighbor. Windows facing this opposing yard shall be relatively small and 5 feet min. high, providing light and ventilation while allowing for privacy. [E]

E. LANDSCAPE

1. Trees in the front yard should be of porch scale (no more that 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 that 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]

Illustrative Photo

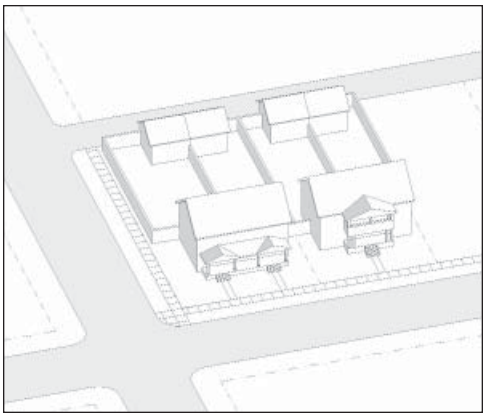
F. FRONTAGE

1. This building type shall provide a permitted frontage type at the street build-to line, within the front yard setback or within the side yard required by Section D. Open Space. [E]
2. Notwithstanding setback requirements of the applicable zone, the front setback need not exceed 10 feet. [W]
3. A gallery, either one or two stories in height, or an arcade frontage type should occur for at least half the building length along the building elevation facing the side yard required by Section D. Open Space. [DR]
4. Because a frontage type is not mandatory at the frontage street, but may be located within the side yard, special care should be taken to ensure that the composition of fenestration and other architectural details are scaled to the public rooms of the house. [DR]

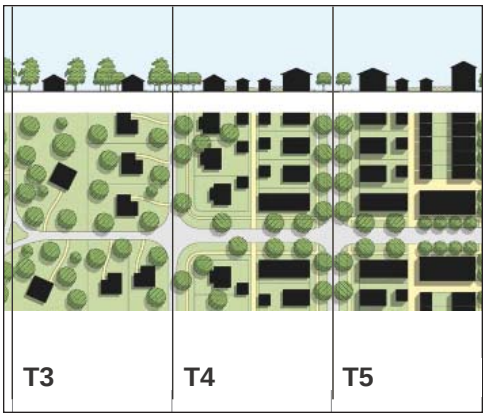
G. BUILDING SIZE AND MASSING

1. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break. [DR]
2. Attic space may be occupied and not count as a story when applying the height limits of the applicable zone. [DR]

3.10.050 DUPLEX, TRIPLEX, QUADPLEX



Duplex, Triplex, Quadplex Example Diagram



Allowed in Transects: T4.1 & T4.1 Main Frontage

A. DESCRIPTION

A building containing two, three, or four dwelling units that may be located upon a qualifying lot in the T4.1 Urban General 1, T4.2 Urban General 2, and T4.1 Main Frontage zones. Each dwelling unit is individually accessed directly from the street. A Duplex, Triplex, Quadplex may be used for non-residential purposes where allowed by Table E. Allowed Land Uses of the applicable zone (see Article II). The following text provides performance standards for Duplex, Triplex, Quadplexes.

B. ACCESS

1. Entrances to each dwelling shall be accessed directly from, and face, the street. Access to second floor dwellings shall be by elevator or a stair that may be open, roofed or enclosed. [E]
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 shall be accessed by way of a driveway 7 to 10 feet wide, and with 2-foot min. planters on each side. [W]
4. On a corner lot without access to an alley, parking and services shall be accessed by driveways of 7 to 8 feet maximum width, and with 2-foot min. planters on each side. [W]

C. PARKING & SERVICES

1. One parking space for each dwelling unit shall be within a garage. The remaining required parking spaces may be within a garage, carports, or uncovered. [W]
2. Garages on corner lots without alleys may face the street only if provided with one-car garage doors, and with driveways no more than 8 feet wide that are separated by planters at least 2 feet wide. Garages facing a side street shall not accommodate more than four cars. [W]
3. Where an alley is present, services, 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 shall be located at least 10 feet behind the façade of the building and be screened from view from the street with landscaping or a fence. [W]

D. OPEN SPACE

1. Front yards are defined by the street build-to line or front yard setback and frontage type requirements of the applicable zone. [DR]
2. Each dwelling at the first floor shall have a usable, outdoor space of at least 150 square feet with a minimum dimension of 8 feet. [W]
3. Each dwelling accessed above the first floor shall have a usable, outdoor space that may be in balconies or loggias and of at least 150 square feet with a minimum dimension of 7 feet. [W]
4. Dwellings accessed at the first floor should provide outdoor space at-grade that is enclosed by landscaping or a wall. [DR]

Illustrative Photo

E. 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 that 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 that 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]

F. FRONTAGE

1. On corner lots, dwellings are encouraged to obtain access through a permitted frontage type from either street; particularly in triplexes and quadplexes. [DR]

Illustrative Photo

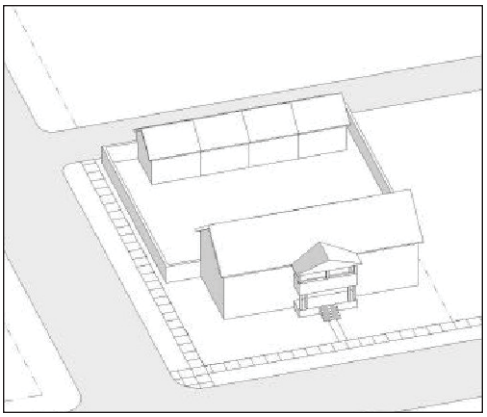
G. BUILDING SIZE AND MASSING

1. Building elevations abutting side yards should be designed to provide at least one horizontal plane break of at least three feet, and one vertical break. [DR]
2. Buildings on corner lots should be designed with two facades of equal architectural expression. [DR]
3. Buildings should be massed as large houses, composed principally of two story volumes, each designed to house scale. [DR]
4. Dwellings within buildings may be flats and/or townhouses. [DR]
5. Attic space may be occupied and not count as a story when applying the height limits of the applicable zone. [DR]

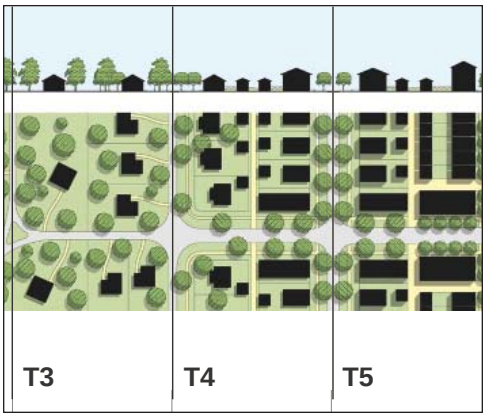
H. EXPOSURE TO LIGHT AND AIR

1. At least two sides of each dwelling shall be exposed to outside light and air. [W]

3.10.060 VILLA



Example Villa Diagram



Allowed in Transects: T4.1 & T4.2

A. DESCRIPTION

A large house containing anywhere from two to eight dwelling units that may be located upon a qualifying lot in the T4.1 Urban General 1 and T4.2 Urban General 2 zones. Each dwelling unit is individually accessed from a central lobby, which in turn is accessed directly from the street. A Villa may be used for non-residential purposes where allowed by Table E. Allowed Land Uses of the applicable zone (see Article II). The following text provides performance standards for Villas.

B. ACCESS

1. Access to the building shall occur directly from and face the street. Said access shall be a single point leading to a central lobby which provides access to the individual dwellings without use of a corridor. Second floor dwellings shall be accessed by a stair located in the lobby and, again, without use of a corridor. [E]
2. Where an alley is present, parking and services shall be accessed through the alley. [E]
3. On an interior lot without access to an alley, parking and services shall be accessed by a driveway 7 to 10 feet wide, and with 2-foot min. planters on each side. [W]
4. On a corner lot without access to an alley, parking and services shall be accessed from the side street by driveways of 7 to 8 feet maximum width, and with 2-foot min. planters on each side. [W]
5. Subterranean parking entrances should be located as close as possible to the side or rear of each lot. [DR]

C. PARKING & SERVICES

1. If provided at-grade, one parking space for each dwelling unit shall be within a garage. The remaining required parking spaces may be within a garage, carport, or uncovered. [W]
2. Garages on corner lots without alleys may face the side street only if provided with one-car garage doors, and with driveways no more than 8 feet wide that are separated by planters at least 2 feet wide. Garages facing a side street shall not accommodate more than four cars. [W]
3. Where an alley is present, services, 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 shall be located at least 10 feet behind the façade of the building and be screened from view from the street with landscaping or a fence. [W]

D. OPEN SPACE

1. Front yards are defined by the street build-to line or front yard setback and frontage type requirements of the applicable zone. [DR]
2. Rear yards shall contain a usable, outdoor space of no less than 15% of the area of each lot and of a regular geometry (e.g., rectangular). This yard area is intended for common use by all dwelling occupants. [E]
3. Dwelling units accessed above the first floor may provide usable, outdoor space in balconies or loggias with a minimum dimension of 7 feet. [DR]
4. Dwelling units accessed at the first floor may provide usable, outdoor space, exclusive of the common yard area required above. [DR]

Illustrative Photo

E. 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 that 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 that 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]

F. FRONTAGE

1. Other than Frontage Type performance measures, there are no additional frontage requirements for this building type.

Illustrative Photo

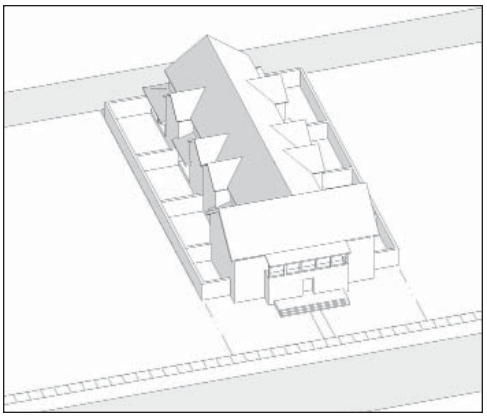
G. BUILDING SIZE AND MASSING

1. Building elevations abutting side yards should be designed to provide at least one horizontal plane break of at least three feet, and one vertical break. Architectural elements such as bay windows, projecting rooms or covered balconies may be provided in lieu of one plane break. [DR]
2. Buildings on corner lots should be designed with two facades of equal architectural expression. [DR]
3. Buildings should be massed as large houses, composed principally of two story volumes, each designed to house scale. [DR]
4. Dwellings within buildings may be flats and/or townhouses. [DR]
5. Attic space may be occupied and not count as a story when applying the height limits of the applicable zone. [DR]

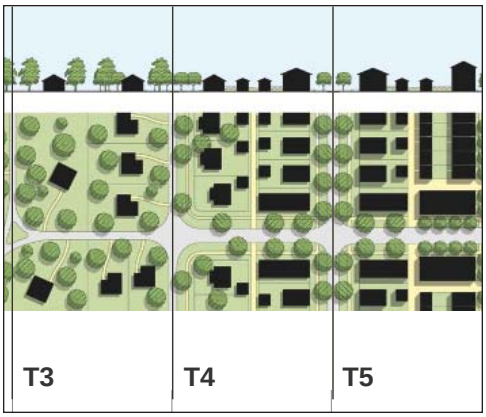
H. EXPOSURE TO LIGHT AND AIR

1. At least two sides of each dwelling shall be exposed to outside light and air. [W]

3.10.070 MANSION



Mansion Example Diagram



Allowed in Transects: T4.3 & T4.4

A. DESCRIPTION

A detached building with the appearance from the street of a large house which contains more than four dwellings and that may be located upon a qualifying lot in the T4.3 Urban General 3 and T4.4 Thompson Corridor zones. Each dwelling is individually accessed from a central lobby, which in turn is accessed directly from the street. A Mansion may be used for non-residential purposes where allowed by Table E. Allowed Land Uses of the applicable zone (see Article II). The following text provides performance standards for Mansions.

B. ACCESS

1. The main entrance to the building shall be accessed directly from, and face, the street. The main entrance shall open to a central lobby which provides access to individual dwellings through use of a corridor. Second and third floor dwellings shall be accessed by a stair or elevator located in the lobby. Direct access from street to ground floor dwellings at the street build-to line is encouraged. [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 driveways of 7 to 8 feet maximum width, and with 2-foot min. planters on each side. [W]
4. On an interior lot without access to an alley, parking and services shall be accessed by a driveway 7 to 10 feet wide, and with 2-foot min. planters on each side. [W]
5. Subterranean parking entrances should be located as close as possible to the side or rear of each lot. [DR]

C. PARKING & SERVICES

1. Required parking may be at-grade or subterranean. If provided at-grade, one parking space for each dwelling unit shall be within a garage. The remaining required parking spaces may be within a garage, carport, or uncovered. [W]
2. Garages on corner lots without alleys may face the side street only if provided with one-car garage doors, and with driveways no more than 8 feet wide that are separated by planters at least 2 feet wide. Garages facing a side street shall not accommodate more than four cars. [W]
3. Where an alley is present, services, 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 shall be located at least 10 feet behind the façade of the building and be screened from view from the street with landscaping or a fence. [W]

D. OPEN SPACE

1. Front yards are defined by the street build-to line or front yard setback and frontage type requirements of the applicable zone. [DR]
2. Side yards should be useable by and accessible from the dwellings; where possible. [DR]
3. Each ground level dwelling shall have a usable, outdoor space of at least 150 square feet with a minimum dimension of 8 feet. [E]

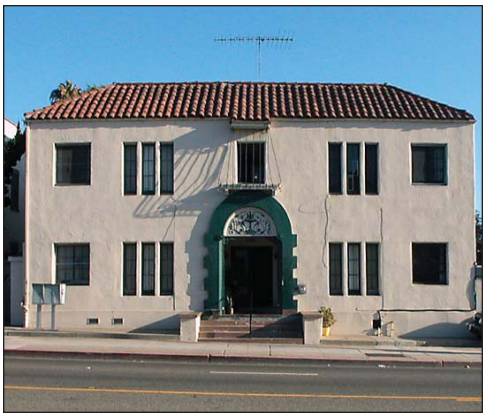
Illustrative Photo

E. 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 that 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 that 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]

F. FRONTAGE

1. Other than Frontage Type performance measures, there are no additional frontage requirements for this building type.

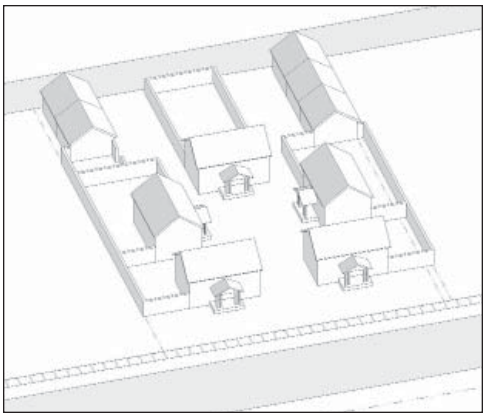


Illustrative Photo

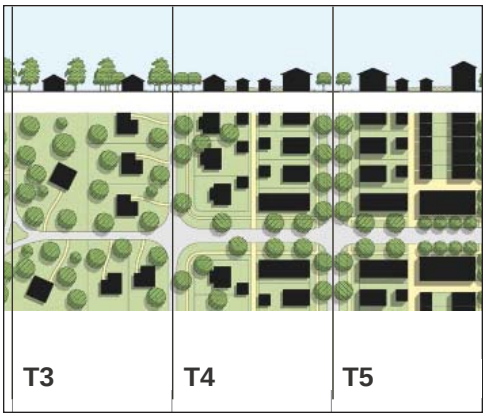
G. BUILDING SIZE AND MASSING

1. Buildings shall be massed as large houses, composed principally of two and three story volumes. [DR]
2. Building elevations abutting side yards should be designed to provide at least one horizontal plane break of at least three feet, and one vertical break. Architectural elements such as bay windows, projecting rooms or covered balconies may be provided in lieu of one plane break. [DR]
3. Buildings on corner lots should be designed with two facades of equal architectural expression. [DR]
4. Dwellings within the building may be flats and/or townhouses. [DR]
5. Attic space may be occupied and not count as a story when applying the height limits of the applicable zone. [DR]

3.10.080 BUNGALOW COURT



Building Type Diagram



Allowed in Transects: T4.1 & T4.2

A. DESCRIPTION

Four or more detached houses or duplexes arranged around a shared courtyard, with pedestrian access to the building entrances from the courtyard and/or street. Bungalow Courts may be located upon qualifying lots in the T4.1 Urban General 1 and T4.2 Urban General 2 zones. A Bungalow Court may be used for non-residential purposes where allowed by Table E. Allowed Land Uses of the applicable zone (see Article II). The following text provides performance standards for Bungalow Courts.

B. ACCESS

1. Entrances to dwellings 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. On a corner lot without access to an alley, parking and services shall be accessed from the side street by driveways of 7 to 8 feet maximum width, and with 2-foot min. planters on each side. [W]
4. On an interior lot without access to an alley, parking and services shall be accessed by a driveway 7 to 10 feet wide, and with 2-foot min. planters on each side. [W]

C. PARKING & SERVICES

1. Required parking shall be at-grade. One parking space for each dwelling unit shall be within a garage. The remaining required parking spaces may be within a garage, carport, or uncovered. [W]
2. Garages on corner lots without alleys may face the side street only if provided with one-car garage doors, and with driveways no more than 8 feet wide that are separated by planters at least 2 feet wide. Garages facing a side street shall not accommodate more than four cars. [W]
3. Where an alley is present, services, 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 shall be located at least 10 feet behind the façade of the building and be screened from view from the street with landscaping or a fence. [W]

D. OPEN SPACE

1. Front yards are defined by the street build-to line or front yard setback and frontage type requirements of the applicable zone. [DR]
2. Dwelling entrances shall face a courtyard that comprises at least 15% of the lot area and of a regular geometry (e.g., rectangular). [E]
3. Each dwelling shall have a usable at-grade, outdoor space of at least 150 square feet with a minimum dimension of 8 feet. This space shall be exclusive of the courtyard and may be located in a side yard and/or the rear yard. [E]
4. Minimum courtyard dimensions shall be 30 feet. [W]
5. Required outdoor space should be enclosed by a fence, wall or hedge. [DR]

Illustrative Photo

E. 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 that 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 that 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]

F. FRONTAGE

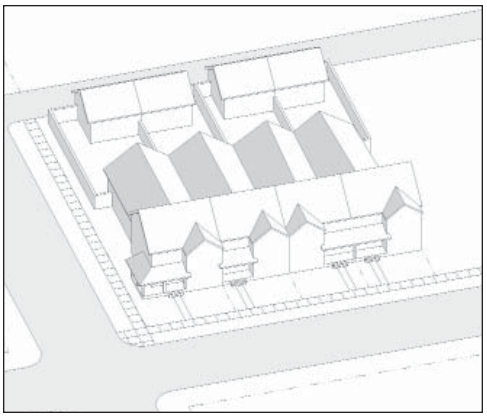
1. Other than Frontage Type performance measures, there are no additional frontage requirements for this building type.

Illustrative Photo

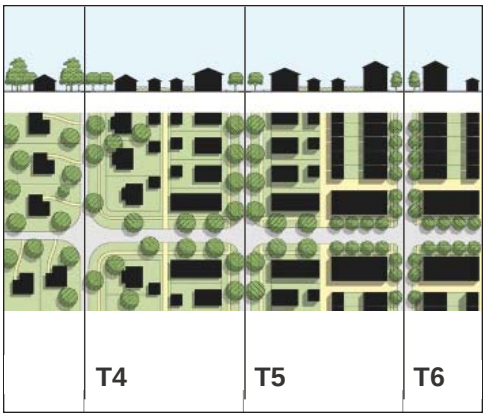
G. BUILDING SIZE AND MASSING

1. Buildings should be composed of one and/or two story volumes and massed as houses. [DR]
2. Building elevations abutting side yards should be designed to provide at least one horizontal plane break of at least three feet, and one vertical break. Architectural elements such as bay windows, projecting rooms or covered balconies may be provided in lieu of one plane break. [DR]
3. Buildings on corner lots should be designed with two facades of equal architectural expression. [DR]
4. Dwellings within a duplex may be flats and/or townhouses. [DR]
5. Attic space may be occupied and not count as a story when applying the height limits of the applicable zone. [DR]

3.10.090 ROWHOUSE



Building Type Diagram



Allowed in Transects: T4.1 thru T5.1

A. DESCRIPTION

Two or more attached two- or three-story dwellings with zero side yard setbacks located upon a qualifying lot(s) in the T4.2 Urban General 2, T4.3 Urban General 3, T4.4 Thompson Corridor, T5.1 Neighborhood Center and T5.1 Figueroa Frontage zones. A Rowhouse may be used for non-residential purposes where allowed by Table E. Allowed Land Uses of the applicable zone (see Article II). The following text provides performance standards for Rowhouses.

B. ACCESS

1. The main entrance to each dwelling shall be accessed directly from and face the street. [E]
2. Parking and services shall be accessed from an alley or subterranean garage in a Mixed Type Development. This type is not allowed on a lot without an alley if it is not within a Mixed Type Development. [E]

C. PARKING & SERVICES

1. Required parking for one car shall be in a garage, which may be attached to, or detached from, the dwelling. The remaining required parking spaces may be within a garage, carport, or uncovered. [W]
2. Corner lots shall not have garages that face the side street. [W]
3. Services, above ground equipment and trash container areas shall be located on the alley. [W]

D. OPEN SPACE

1. Front yards are defined by the street build-to line or front yard setback and frontage type requirements of the applicable zone. [DR]
2. One usable at-grade, outdoor space shall be provided behind the Rowhouse at no less than 15% of the lot area and of a regular geometry (e.g., rectangular) with a minimum dimension of 20 feet. [E]

Illustrative Photo

E. LANDSCAPE

1. Landscape should not be used to separate a front yard from front yards on adjacent parcels. Front yard trees, if provided, should be of porch scale (no more that 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 that 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]

F. FRONTAGE

1. Other than Frontage Type performance measures, there are no additional frontage requirements for this building type.

Illustrative Photo

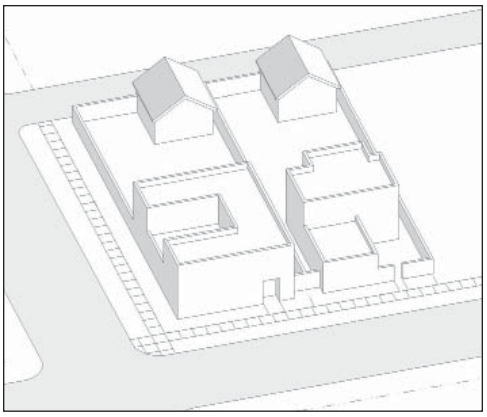
G. BUILDING SIZE AND MASSING

1. Buildings should be composed of 2 and/ or 3-story volumes in compliance with the regulations for the applicable zone. [DR]
2. Buildings on corner lots should be designed with two facades of equal architectural expression. [DR]

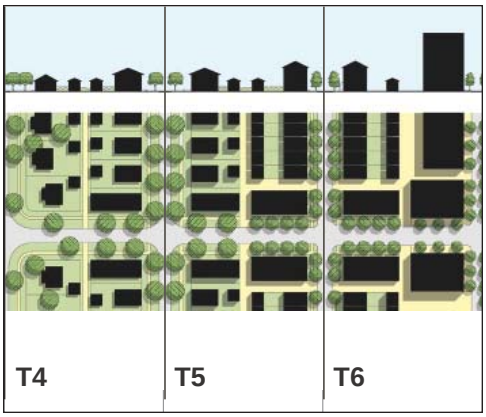
H. EXPOSURE TO LIGHT AND AIR

1, At least two sides of each dwelling shall be exposed to outside light and air. [W]

3.10.100 LIVE/WORK



Live/Work Example Diagram



Allowed in Transects: T4.1 thru T6.1

A. DESCRIPTION

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 work activity at the ground floor. Non-residential uses are identified by Table E. Allowed Land Uses of the applicable zone (see Article II). A Live-work building may be located upon a qualifying lot in the T4.2 Urban General 2, T4.3 Urban General 3, T4.4 Thompson Corridor, T5.1 Neighborhood Center, T5.1 Figueroa Frontage and T6.1 Urban Core zones. The following text provides performance standards for Live-work buildings.

B. ACCESS

1. Live-work buildings shall have 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 commercial/flex and residential areas [E]; or

   (b) Access to the residential area may be taken through the commercial/flex space that is accessed directly from and faces the street. [E]

2. Parking and services shall be accessed from an alley or subterranean garage in a Mixed Type Development. This type is not allowed on a lot without an alley if it is not within a Mixed Type Development. [E]

C. PARKING & SERVICES

1. Required parking for one car shall be in a garage, which may be attached to, or detached from, the dwelling. The remaining required parking spaces may be within a garage, carport, or uncovered. [W]
2. Corner lots shall not have garages that face the side street. [W]
3. Services, above ground equipment and trash container areas shall be located on the alley. [W]

D. OPEN SPACE

1. Front yards are defined by the street build-to line or front yard setback and frontage type requirements of the applicable zone. [DR]
2. One usable at-grade, outdoor space shall be provided behind the Live-work building at no less than 15% of the lot area and of a regular geometry (e.g., rectangular) with a minimum dimension of 20 feet. [E]

Illustrative Photo

E. LANDSCAPE

1. Landscape should not obscure front yards on adjacent lots or the front of the ground floor flex space. [DR]

F. FRONTAGE

1. As a building that provides both residential and non-residential uses, the commercial/flex space on ground floors should be oriented toward the street to allow pedestrian exposure and direct access to the commercial/flex space. [DR]

Illustrative Photo

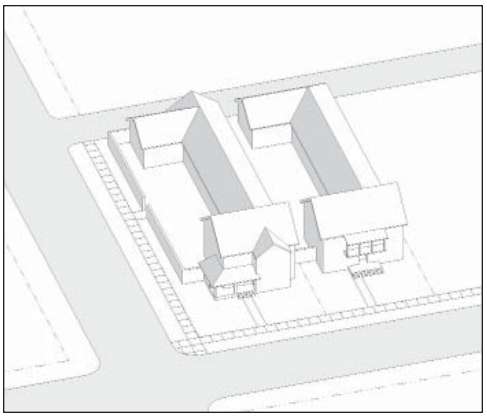
G. BUILDING SIZE AND MASSING

1. Buildings should be composed of 2 and/or 3-story volumes in compliance with the height limitations of the applicable zone. [DR]
2. Buildings on corner lots should be designed with two facades of equal architectural expression. [DR]

H. EXPOSURE TO LIGHT AND AIR

1. At least two sides of each dwelling shall be exposed to outside light and air. [W]

3.10.110 SIDE COURT HOUSING



Side Court Housing Example Diagram

Allowed in Transects: T4.1 thru T4.4

A. DESCRIPTION

A building or group of buildings containing dwelling units arranged on a lot in a row with the first unit facing the street upon a qualifying lot in the T4.1 Urban General 1, T4.2 Urban General 2, T4.3 Urban General 3 and T4.4 Thompson Corridor zones. The primary entrance to each unit is from the side yard or, in the case of units facing the street, the front yard. Side Court Housing may be used for non-residential purposes where allowed by Table E. Allowed Land Uses of the applicable zone (see Article II). Side Court Housing is flanked by a side yard and dwellings are accessed via a walkway parallel to that yard area. The following text provides performance standards for Side Court Housing.

B. ACCESS

1. Entrances to dwellings shall be directly from the front yard or side yard area equal in width to the street build-to line. Access to no more than three (3) second-story dwellings shall be through an open or roofed (but not enclosed) stair. [E]
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 shall be accessed by way of a driveway 7 to 10 feet wide, and with 2-foot min. planters on each side. [W]
4. On a corner lot without access to an alley, parking and services shall be accessed by driveways of 7 to 8 feet maximum width, and with 2-foot min. planters on each side. [W]

C. PARKING & SERVICES

1. Required parking may be at-grade or as subterranean. If provided at-grade, one parking space for each dwelling unit shall be within a garage. The remaining required parking spaces may be within a garage, carport, or uncovered. [W]
2. Dwellings may have direct on indirect access to their parking stalls(s), or direct access to stalls enclosed within the garage. A combination of these conditions is encouraged. [DR]
3. Where an alley is present, services, 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 shall be located at least 10 feet behind the façade of the building and be screened from view from the street with landscaping or a fence. [W]
5. Parking entrances to subterranean garages and/or driveways should be located as close as possible to the side or rear of each lot. [DR]

Illustrative Photo

D. OPEN SPACE

1. Front yards are defined by the street build-to line or front yard setback and frontage type requirements of the applicable zone. [DR]
2. Dwellings shall face an active side court with a minimum dimension of 20 feet. [E]
3. Major ground floor rooms should open to the active side court with large windows and, where possible, doors. [DR]
4. When located in an active side yard, a driveway should be integrated into the design of the yard through the use of a reduced paved area, permeable paving materials or comparable surface area that provides a landscaped aesthetic and usable outdoor space. [DR]
5. Rear yards are not required for this type, as the private useable outdoor space is provided as a common amenity to all residents in the sideyard. [E]

E. 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 that 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 that 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]

F. FRONTAGE

1. Each ground level dwelling shall have a frontage type that may not encroach into the active sideyard. [W]

G. BUILDING SIZE AND MASSING

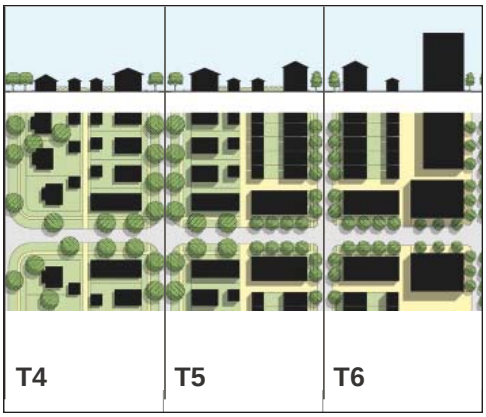
1. Buildings should be massed to the street as large houses of primarily two story volumes, and to the side yards as one-and two-story masses at the scale of houses. [DR]
2. The building elevation abutting an inactive side yard should be designed to provide at least one horizontal plane break of at least three feet, and one vertical break. [DR]
3. Buildings on corner lots should be designed with two facades of equal architectural expression. [DR]
4. Dwellings within the buildings may be flats and/ or townhouses. [DR]

H. EXPOSURE TO LIGHT AND AIR

1. At least two sides of each dwelling shall be exposed to outside light and air. [W]

3.10.120 COURTYARD HOUSING

Courtyard Housing Example Diagram



Allowed in Transects: T4.1 thru T6.1

A. DESCRIPTION

A group of dwelling units arranged to share one or more common courtyards upon a qualifying lot in any zone. Dwellings take access from the street or the courtyard(s). Dwelling configuration occurs as townhouses, flats, or flats located over or under flats or townhouses. The courtyard is intended to be a semi-public space that is an extension of the public realm. Courtyard Housing for residential and non-residential purposes is allowed in all zones (see Article II). The following text provides performance standards for Courtyard Housing.

B. 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 second story dwellings shall be through an open or roofed (but not enclosed) stair. [W]
3. Except for dwellings occurring at the fourth story, elevator access from subterranean parking may be provided between the garage and podium only. [W]
4. Where an alley is present, parking and services shall be accessed through the alley. [W]
5. Where an alley is not present on an interior lot, parking and services should be accessed from the street by a driveway near the side lot line and be flanked by planters, at least one-foot wide. [DR]
6. On a corner lot without access to an alley, parking and services shall be accessed by driveways of 7 to 8 feet maximum width, and with 2-foot min. planters on each side. [W]

C. PARKING & SERVICES

1. Required parking may be at-grade or as subterranean. If provided at-grade, one parking space for each dwelling unit shall be within a garage. The remaining required parking spaces may be within a garage, carport, or uncovered. [W]
2. Dwellings may have direct on indirect 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, services, including all utility access and 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 façade of the building and be screened from view from the street with landscaping or a fence. [DR]
5. Parking entrances to subterranean garages and/or driveways should be located as close as possible to the side or rear of each lot. [DR]

D. OPEN SPACE

1. Front yards are defined by the street build-to line or front yard setback and 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 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. Minimum courtyard dimensions shall be 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 patios may be provided in side and rear yards, and in courtyards. [DR]

7. Courtyards shall be connected to the public way and/or to each other by zaguans, or paseos. [E]

   a. Zaguans shall be a minimum of 10' wide. [W]

   b. Paseos shall be a minimum of 15' wide. [W]

E. 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 that 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 that 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 should be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping. [DR]

F. FRONTAGE

1. Entrance doors should be oriented toward courtyards and the street 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]

G. BUILDING SIZE AND MASSING

1. Buildings may contain any four combinations of dwelling unit configurations: flats, flats over flats, townhouses, and townhouses over flats. [W]

2. Dwellings may be as repetitive or unique as deemed by individual designs. [DR]

3. Buildings should be composed of one, two and three story masses, each designed to house scale, and not necessarily representing a single dwelling. [DR]

4. Four story masses should be minimized inside courtyards and apparent on street frontages. [DR]

5. The intent of these performance standards is to provide for Courtyard Housing buildings with varying heights. Suggested height ratios are as follows:

   a. 2.0 stories: 80% 2 stories, 20% 1 stories [W]

   b. 2.5 stories: 60% 2 stories, 40% 3 stories [W]

   c. 3.0 stories: 35% 2 stories, 50% 3 stories, 15% 4 stories [W]

   d. 3.5 stories: 15% 2 stories, 60% 3 stories, 25% 4 stories [W]

   These height ratios are maximums that correspond to the applicable zone (e.g., Courtyard Housing 2.0 and 2.5 are possible in the T4.2 Urban General 2 zone; and so on).

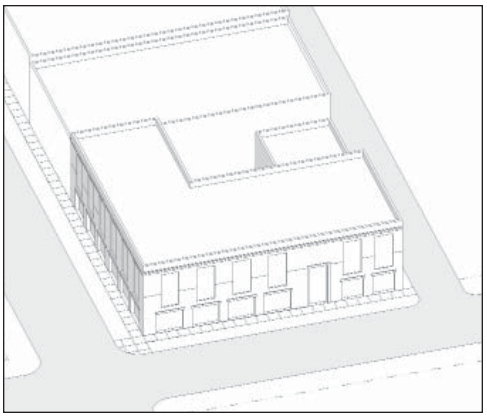
6. Dwellings at fourth stories shall be accessed by single-loaded corridors or exclusive elevator service and configured as flats. [E]

7. 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]

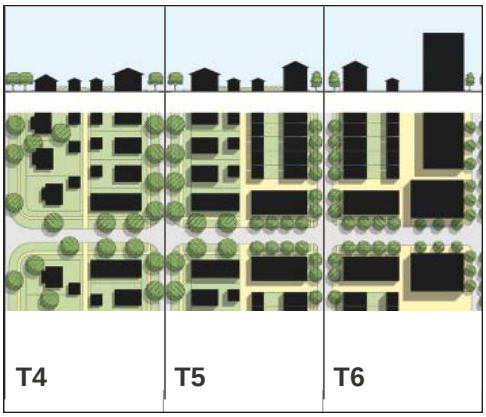
H. EXPOSURE TO LIGHT AND AIR

1. At least two sides of each dwelling shall be exposed to outside light and air. [W]

3.10.130 COMMERCIAL BLOCK



Commercial Block Example Diagram



Allowed in Transects: T4 through T6

A. DESCRIPTION

A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for dwelling units. A Commercial Block may be located upon a qualifying lot in the T4.4 Thompson Corridor, T5.1 Neighborhood Center and T6.1 Urban Core zones.

B. ACCESS

1. The main entrance to each ground floor area shall be directly from and face the street. [E]
2. Entrance to the residential and/or non-residential portions of the building above the ground floor shall be through a street level lobby or through a podium lobby accessible from the street. [E]
3. Elevator access shall be provided between the subterranean garage and each level of the building where dwelling and/or commerce access occurs. [W]
4. Interior circulation to each dwelling shall be through a corridor which may be single or double-loaded. [E]
5. Where an alley is present, parking shall be accessed through the alley. [E]
6. Where an alley is not present, parking shall be accessed by a driveway of 14' min. width. [E]
7. On a corner lot without access to an alley, parking shall be accessed by a driveway of 14' min. width. [E]
8. Dwellings can be accessed via a single-loaded, exterior corridor, provided the corridor is designed per the following requirements:
    a. The open corridor length does not exceed 40 feet. [W]
    b. The open corridor is designed in the form of a Monterey balcony, loggia, terrace, or a wall with window openings. [DR]

C. PARKING & SERVICES

1. Required parking may be at-grade or as subterranean. If provided at-grade, parking spaces may be within a garage, carport, or uncovered. [W]
2. Dwellings may have indirect access to their parking stalls. [DR]
3. Where an alley is present, services, 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 façade of the building and be screened from view from the street with landscaping or a fence. [DR]
5. Parking entrances to subterranean garages and/or driveways should be located as close as possible to the side or rear of each lot. [DR]

D. OPEN SPACE

1. Front yards are defined by the street build-to line or front yard setback and frontage type requirements of the applicable zone. [DR]
2. The primary shared open space is the rear yard, which shall be designed as a courtyard. Courtyards may be located on the ground or on a podium. Side yards may also be provided for outdoor patios connected to ground floor commercial uses. [E]
3. Minimum courtyard dimensions shall be 40 feet when the long axis of the courtyard is oriented East/West, and 30 feet when the courtyard is oriented North/South. [W]
4. The minimum courtyard area shall be twenty percent (20%) of the lot area. [W]
5. Courtyards shall not be of a proportion of less than 1:1 between their width and height. [W]

Illustrative Photo

6. 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]
7. Private patios may be provided in side and rear yards. [DR]

E. LANDSCAPE

1. No private landscaping is required in front of the building. [DR]
2. Trees may be placed in side yards to create a particular sense of place. [DR]
3. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping. [DR]

F. FRONTAGE

1. No arcade or gallery may encroach into the required minimum width of a courtyard. [W]

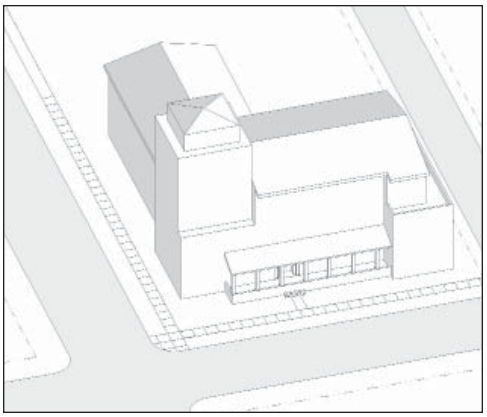
Illustrative Photo

G. BUILDING SIZE & MASSING

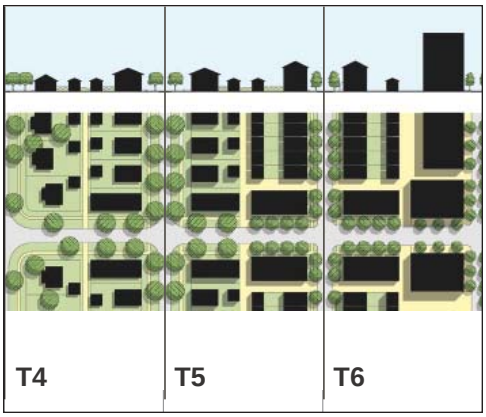
1. Buildings may contain any of three dwelling types: flats, townhouses, and lofts. [W]
2. Dwellings may be as repetitive or unique, as determined by individual designs. [DR]
3. Buildings may be composed of one dominant volume, and may be flanked by secondary ones. [DR]
4. The intent of these regulations is to provide for buildings with varying heights. Suggested height ratios are as follows:
   a. 1.0 story: 100% 1 story [W]
   b. 2.0 stories: 85% 2 stories, 15% 3 stories [W]
   c. 3.0 stories: 85% 3 stories, 15% 4 stories [W]
   d. 4.0 stories: 75% 4 stories, 25% 5 stories [W]

   These height ratios are maximums that may exceed that allowed by the applicable zone (e.g., Commercial Block 4.0 may exceed the 4.0 75% 4-story, 25% 5-story limitation of the T6.1 Urban Core zone).
5. The visibility of elevators and of exterior corridors at the third, fourth and/or fifth stories should be minimized by incorporation into the mass of the building. [DR]

3.10.140 STACKED DWELLING



Stacked Dwelling Example Diagram



Allowed in Transects: T4 through T6 only as part of a Mixed Type Development

A. DESCRIPTION

An exclusively residential building comprised of flats and/or other dwelling units above or below, and not meeting the requirements of any other building type herein. This building type must be located within a Mixed Type Development project. The residential units within the Stacked Dwelling shall comprise no more than 30% of the project's total dwelling unit count. (See Mixed Type Development Standards in Article II). The following text provides performance standards for Stacked Dwelling.

B. ACCESS

1. The entrance to the building shall be through a street level lobby or through a combination of street/podium lobby directly accessible from the street. [E]
2. The main entrance to each ground floor dwelling shall be directly from the street. Secondary access may be through an elevator and corridor. [E]
3. Elevator access shall be provided between the subterranean garage and each level of the building where dwelling access occurs. [W]
4. Interior circulation to each dwelling shall be through a corridor which may be single or double-loaded. [E]
5. Where an alley is present, parking shall be accessed through the alley. [E]
6. Where an alley is not present, parking shall be accessed from the street through the building. [E]
7. On a corner lot without access to an alley, parking shall be accessed from the side street through the building. [E]
8. Dwellings can be accessed via a single-loaded, exterior corridor, provided the corridor is designed per the following requirements:
   a. The open corridor length does not exceed 40 feet. [W]
   b. The open corridor is designed in the form of a Monterey balcony, a loggia, a terrace, or a wall with window openings. [DR]

C. PARKING & SERVICES

1. Required parking may be at-grade or as subterranean. If provided at-grade, parking spaces may be within a garage, carport, or uncovered. [W]
2. Dwellings may have indirect access to their parking stalls. [DR]
3. Where an alley is present, services, 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 façade of the building and be screened from view from the street with landscaping or a fence. [DR]
5. Parking entrances to subterranean garages and/or driveways should be located as close as possible to the side or rear of each lot. [DR]

Illustrative Photo

Illustrative Photo

D. OPEN SPACE

1. Front yards are defined by the street build-to line and frontage type requirements of the applicable zone. [DR]
2. The primary shared open space is the rear yard, which shall be designed as a courtyard. Courtyards may be located on the ground or on a podium. Side yards may also be provided for common use gardens. [E]
3. Minimum courtyard dimensions shall be 40 feet when the long axis of the courtyard is oriented East/West, and 30 feet when the courtyard is oriented North/South. [W]
4. Courtyards shall not be of a proportion of less than 1:1 between their width and height. [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 patios may be provided in side and rear yards . [DR]

E. LANDSCAPE

1. Front yard trees, if used, should be less than the height of the buildings, except at the margins of the lot, where they may be used to frame and separate the building from its neighbors. [DR]
2. Trees may be placed in side yards to create a particular sense of place. [DR]
3. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping. [DR]

F. FRONTAGE

1. No arcade or gallery may encroach into the required minimum width of a courtyard. [W]

G. BUILDING SIZE & MASSING

1. Buildings may contain any of three dwelling type configurations: flats, townhouses, and lofts. [W]
2. Dwellings may be as repetitive or unique, as determined by individual designs. [DR]
3. Buildings should be composed of one dominant volume, flanked by secondary ones. [DR]
4. The intent of these regulations is to provide for buildings with varying heights through adherence to the applicable zones height ratios.

ARTICLE IV. FRONTAGE TYPES

4.10.010 PURPOSE

Article IV identifies the frontage types allowed within the Downtown Specific Plan area and for each type provides a description, a statement as to the type's intent, and design standards to ensure that proposed development is consistent with the Plan's goals for building form, character, and architectural quality. The types are organized by intensity from most (A. Arcade) to least (H . Dooryard) intense.

The provisions of Article IV work in combination with the underlying zone as identified in the Regulating Plan. A Frontage Type is allowed by zone as provided for in the Urban Standards of Article II. The Frontage Types are:

A. Arcade

B. Gallery

C. Shopfront

D. Forecourt

E. Stoop

F. Porch

G. Lightcourt

H. Dooryard

ARTICLE IV. FRONTAGE TYPES

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A. Arcade

Arcades are facades with an attached colonnade, that is covered by upper stories. 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.

1. Configuration. A great variety of arcade designs are possible, but the following guidelines apply:
   a. The height (10 feet) and the proportions of the arcade may correspond to the facade consistent with the architectural style of the building.
   b. 10 feet wide clear in all directions. Soffits, columns/arches may be treated consistent with the architecture of the building
   c. Along primary frontages, the arcade may correspond to shopfront openings and:
      - spacing between openings along the right-of-way may be between 8 and 12 feet.
      - primary frontage shopfront openings may be at least 10 feet tall and comprise 65% of the 1st floor wall area facing the street and not have opaque or reflective glazing.
2. Elements
   d. A bulkhead is to transition between the opening(s) and the adjacent grade. The bulkhead may be between 10 inches and 28 inches tall (aluminum shopfront or spandrel panel may not substitute for a bulkhead).
   e. The adjacent sidewalk may not be raised more than 6" without installation of the necessary stair or ramp access.
   f. Max 3' sidewalk between curb and face of arcade (except at curb extensions for intersections).

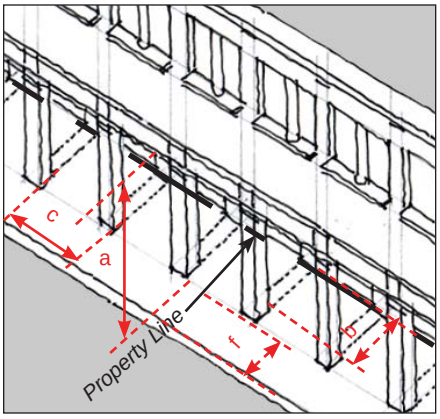
Illustrative Photo: Arcade

B. Gallery

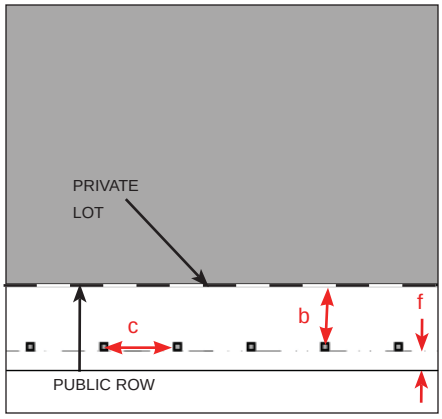
Galleries are shopfronts with an attached colonnade, that projects over the sidewalk and encroaches into the public right of way. This frontage type is ideal for retail use but only when the sidewalk is fuly absorbed within the colonnade so that a pedestrian cannot bypass it.

1. Configuration. A great variety of gallery designs are possible, but the following guidelines apply:
   a. The height and the proportions of the gallery may correspond to the facade consistent with the architectural style of the building.
   b. 10 feet wide clear in all directions. Soffits, columns/arches may be treated consistent with the architecture of the building.
   c. Along primary frontage, the arcade may correspond to shopfront openings and:
      - spacing between openings along the right-of-way may be between 8 and 12 feet.
      - primary frontage shopfront openings may be at least 10 feet tall and comprise 65% of the 1st floor wall area facing the street and not have opaque or reflective glazing.
      - shopfronts may be between 10 - 16 feet tall.
2. Elements
   d. A bulkhead is to transition between the opening(s) and the adjacent grade. The bulkhead may be between 10 inches and 28 inches tall (aluminum shopfront or spandrel panel may not substitute for a bulkhead.)
   e. The adjacent sidewalk may not be raised more than 6” without installation of the necessary stair or ramp access.
   f. Max 3’ sidewalk between curb and face of arcade (except at curb extensions for intersections.)

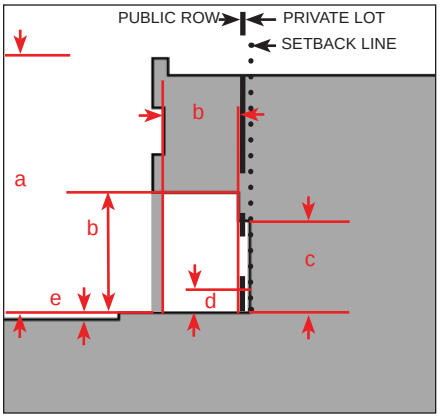
Illustrative Photo: Gallery



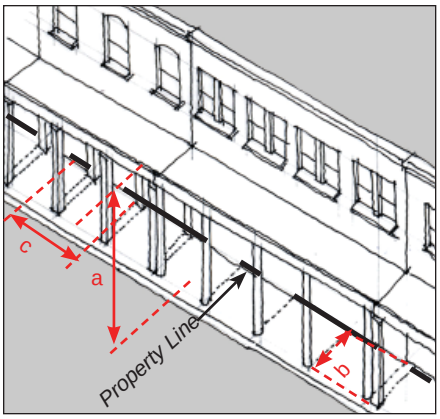
Axonometric Diagram: Arcade



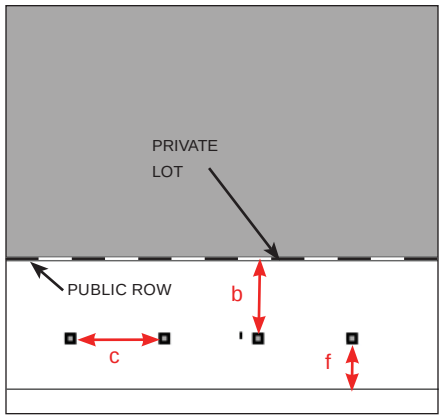
Plan Diagram: Arcade



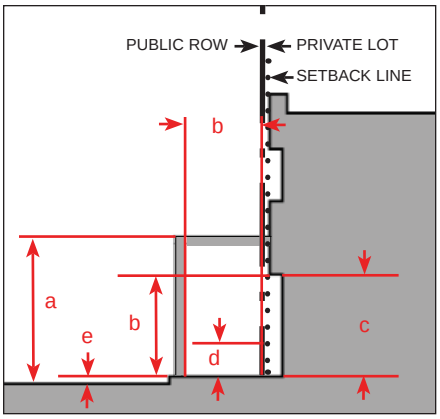
Section Diagram: Arcade



Axonometric Diagram: Gallery



Plan Diagram: Gallery



Section Diagram: Gallery

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C. Shopfront

Shopfronts are facades placed at or close to the right-of-way line, with the entrance at side walk grade. This type is conventional for retail frontage and is commonly equipped with cantilevered shed roof(s) or awning(s). Recessed Shopfronts are also acceptable.

Illustrative Photo: Shopfront

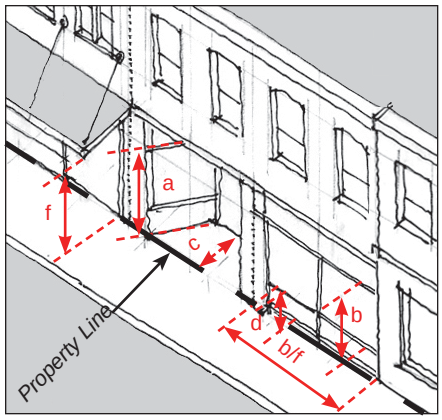
1. Configuration. A great variety of shopfront designs are possible, but the following guidelines apply:
   a. 10 feet to 16 feet tall, as measured from the adjacent sidewalk.
   b. The Shopfront opening(s) along the primary frontage may be at least 10 feet tall and comprise 65% of the 1st floor wall area facing the street and not have opaque or reflective glazing.
   c. The Shopfront may be recessed from the frontage line by up to 5 feet. The storefront assembly (the doors, display windows, bulkheads and associated framing) should not be deeply set back (maximum of 2 feet) in the Shopfront openings, so that passing pedestrians have a clear view of the shop interior. However, the storefront may be set back up to 12 feet, but not less than 8', for up to 25' of the building Frontage in order to create a covered Alcove in which outdoor dining or merchandising can occur within the volume of the building.
   d. A bulkhead is a transition between the opening(s) and the adjacent grade. The bulkhead may be between 10 inches and 28 inches tall (aluminum shopfront or spandrel panel may not substitute for a bulkhead)
   e. The adjacent sidewalk may not be raised more than 6" without installation of the necessary stair or ramp access.
2. Elements
   f. Awnings, signs, etc, may be located 8 feet min. above the adjacent sidewalk.
   g. Awnings may only cover openings so as to not cover the entire facade.

D. Forecourt

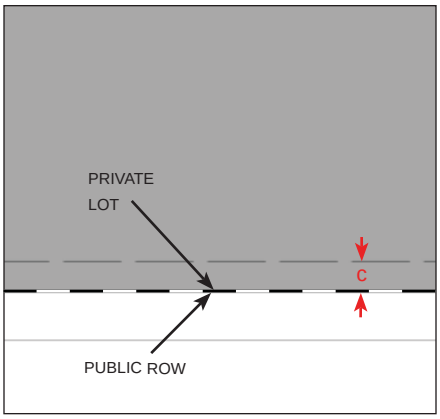
On a Shopfront, Galley, or Arcade frontage, a Forecourt may be created by recessing the Facade for a portion of the building Frontage. A Forecourt is not covered, and must be at least 10' by 10'. A Forecourt may be suitable for gardens, outdoor dining, or in some cases vehicular drop-offs. A fence or wall at the Frontage Line, with a pedestrian opening in all cases, may be provided to define the space of the court. This Frontage type should be used sparingly and in conjunction with Stoops or Shopfronts.

Illustrative Photo: Forecourt

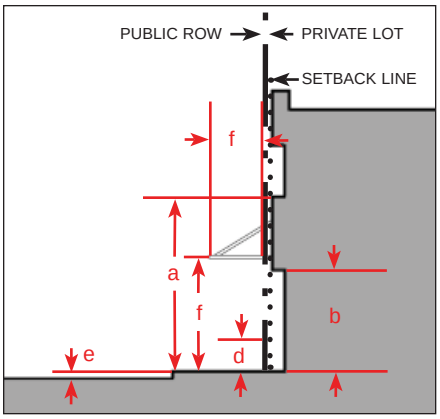
1. Configuration. A great variety of forecourt designs are possible, but the following guidelines apply:
   a. 10 feet deep (clear) min, 30 feet deep (clear) max. Forecourts between 10' and 15' in depth shall be substantially paved, and enhanced with landscaping. Forecourts between 15' and 30' in depth shall be designed with a balance of paving and landscaping.
   b. 10' wide min; up to 50% of lot width
   c. Shopfronts may be between 10 feet and 16 feet tall, as measured from the adjacent sidewalk.
      - The corresponding shopfront(s) opening(s) along the primary frontage may be at least 65% of the 1st floor wall area and not have opaque or reflective glazing.
      - Shopfronts may be recessed from the frontage line by up to 5 feet.
   d. Bulkhead: 10 inches min, 28 inches max (aluminum shopfront or spandrel panel may not be substituted for a bulkhead).
2. Elements
   e. A 1-story fence or wall at the property line may be used to define the private space of the yard.
   f. Minimum clearances: vertical: 8' from sidewalk; horizontal: width of sidewalk.



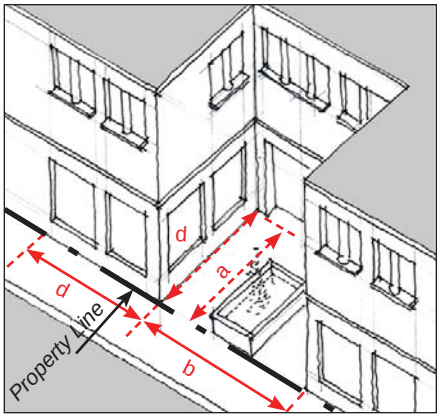
Axonometric Diagram: Shopfront



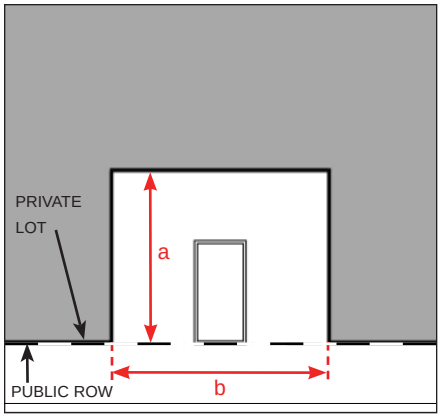
Plan Diagram: Shopfront



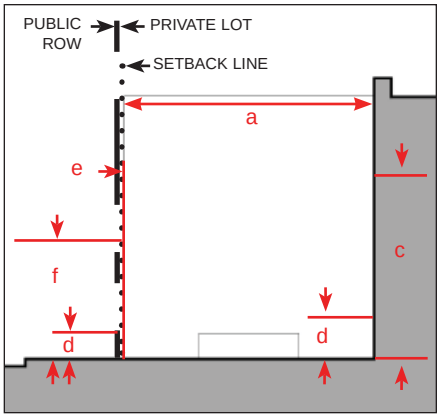
Section Diagram: Shopfront



Axonometric Diagram: Forecourt



Plan Diagram: Forecourt



Section Diagram: Forecourt

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E. Stoop

Stoops are elevated entry porches/stairs placed close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows and front rooms. This type is suitable for ground-floor residential uses with short setbacks. This type may be interspersed with the shopfront frontage type. A porch or shed roof may also cover the stoop.

1. Configuration. A great variety of stoop designs are possible, but the following guidelines apply:
   a. 2 feet min. deep (clear)
   b. 3 feet min. wide (clear)
   c. Stoops may be at grade or raised to transition into the building. In no case may the ground story be elevated more than 3 feet above the adjacent sidewalk.
   d. Stoops must correspond directly to the building entry(s).
2. Elements
   e. Fences or walls defining the stoop or front setback may not exceed 30" from the highest adjacent finished grade.

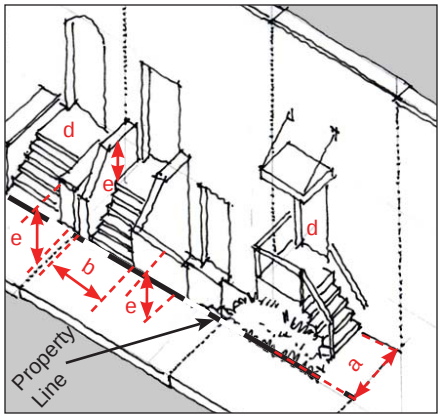
Illustrative Photo: Stoop

F. Porch

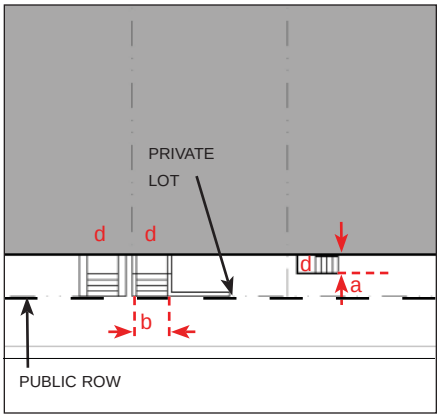
Front yard porches are a common frontage primarily associated with single family houses, but used with other building types depending on the context in all cases, where the facade is set back from the right of way with a front yard. An encroaching porch may also be appended to the facade. A fence or wall at the property line may be used to define the private space of the yard. The front yard may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the yard.

1. Configuration. A great variety of porch designs are possible, but the following guidelines apply:
   a. 6 feet min. deep (clear);
   b 12 feet min. wide (clear) for centered entry; 10 feet for asymmetrical entry and;
   c. 10 feet tall (clear).
   d. Porches may be at grade or raised to transition into the building. In no case may porches be raised more than 3 feet from the adjacent grade.
2. Elements
   e. Fences or walls defining and/or retaining the front yard may not exceed 4 feet in height from the adjacent sidewalk.

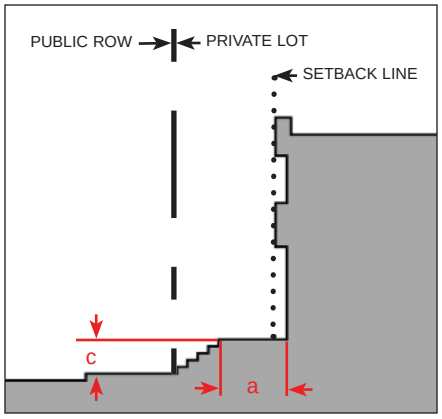
Illustrative Photo: Frontyard/Porch



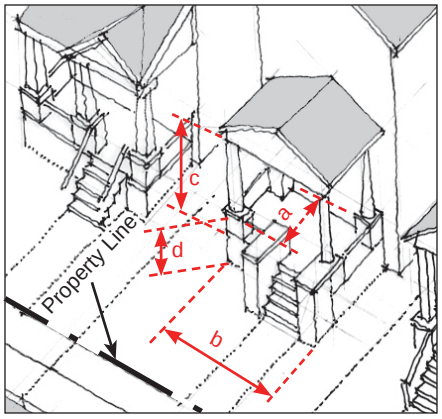
Axonometric Diagram: Stoop



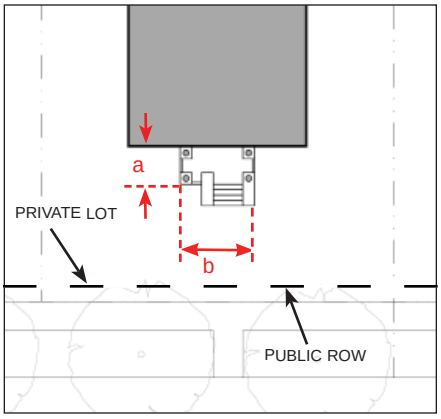
Plan Diagram: Stoop



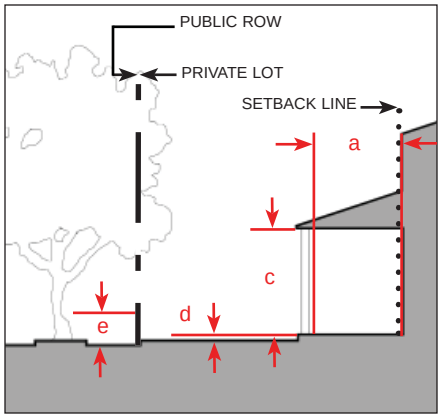
Section Diagram: Stoop



Axonometric Diagram: Frontyard/Porch



Plan Diagram: Frontyard/Porch



Section Diagram: Frontyard/Porch

G. Lightcourt

Lightcourts are frontages wherein the facade is set back from the frontage line by a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The lightcourt is suitable for conversion to outdoor cafes.

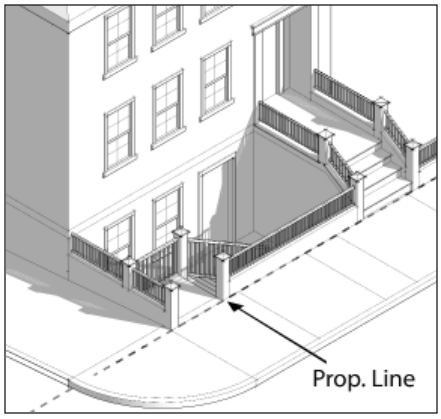
1. Configuration. The following guideline applies:
   a. Sub-basements accessed by a lightcourt may not be more than 6 feet below the adjacent sidewalk.

Illustrative Photo: LIghtcourt

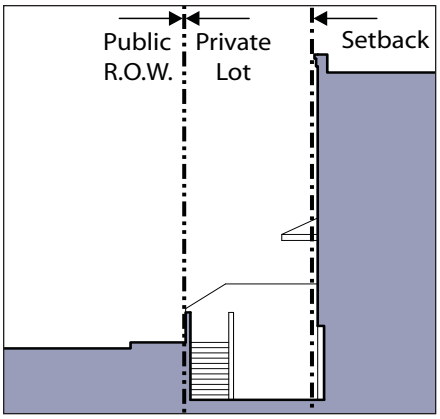
H. Dooryard

Dooryards are elevated gardens or terraces that are set back from the frontage line. This type can effectively buffer residential quarters from the sidewalk, while removing the private yard from public encroachment. The Dooryard type is suitable for restaurants and cafes as the eye of the sitter is level with that of the standing passerby.

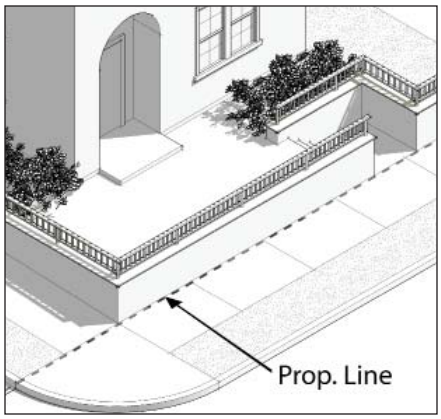
Illustrative Photo: Dooryard



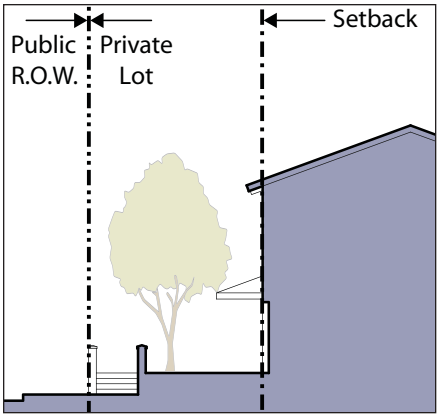
Axonometric Diagram: Lightcourt



Section Diagram: Lightcourt



Axonometric Diagram: Dooryard



Section Diagram: Dooryard

ARTICLE V. DESIGN GUIDELINES

CONTENTS

5.10.000 Standard Design Guidelines
5.20.000 Historic Resource Design Guidelines

5.10.010 PURPOSE

These Standard Design Guidelines intend to ensure new development establishes a level of architectural quality responsive to its context. Development is encouraged to fit within and contributes to the established or planned architectural character of Downtown. This is done without prescribing architectural style; a list of design and architectural resources is included for reference instead (Section 5.10.040). The Standard Design Guidelines are organized as follows:

A. Context and Architectural Character

B. Building Massing and Articulation

C. Building Walls

D. Wall Openings

E. Roofs

F. Miscellaneous Building Elements

G. Site Improvements

Where a guideline provision is not consistent with an established architectural style reflected in a project design, it should not apply. The Standard Design Guidelines are advisory.

STANDARD DESIGN GUIDELINES

5.10.020 APPLICABILITY

Development proposals inclusive any of the following attributes require Design Review by the City's Design Review Committee:

A. All new development located within the T5.1 and T6.1 zones.

B. All buildings types located within the Downtown Specific Plan area excluding Front Yard House, Sideyard House and Carriage House.

C. Additions and exterior changes to all structures providing for non-residential uses and all structures with over three dwelling units existing prior to adoption of this Downtown Specific Plan.

D. All Mixed Type Developments.

E. New construction on property contiguous to a Historic Resource.

F. New Civic Buildings or additions and exterior alterations to Civic Buildings.

Standard Design Review requests are processed according to the procedural requirements of Zoning Regulation Chapter 24.515 (Design Review Procedure).

5.10.030 STANDARD GUIDELINES

A. CONTEXT AND ARCHITECTURAL CHARACTER

Proposed buildings should relate to the architectural characteristics of surrounding buildings, especially historic buildings, in order to be more compatible with their neighbors. The intent is not necessarily to replicate or emulate historic buildings, but to allow for a range of architectural expressions that complement the existing urban fabric. Therefore, proposed building designs should be based on and reflect thorough analysis of their surrounding patterns with regard to the following:

1. Building orientation;
2. Horizontal and vertical building articulation;
3. Architectural style;
4. Building scale and proportion;
5. Roof line and form;
6. Fenestration pattern and detailing;
7. Architectural detailing;
8. Exterior finish materials and colors; and
9. Lighting and landscape patterns.

Even where there is no consistent architectural character or pattern found in the surrounding area, building design and massing can be used to complement architectural characteristics of neighboring buildings. In some cases, where the existing context is not so well-defined, or may be undesirable, a proposed project can establish an architectural character and pattern from which future development can take its cues.

B. BUILDING MASSING AND ARTICULATION

1. Each building should have at minimum a distinctive: horizontal base; occupied middle; and eave, cornice and/or parapet line that complement and balance one another. Horizontal articulations can be produced by material changes or applied facade elements.
2. Each building should have a clear and harmonious pattern of vertically-oriented facade openings including entries, windows, and bays and columns or other exposed vertical supports. Vertical articulations can be produced by variations in rooflines; window groupings; applied facade elements such piers or pilasters, bay windows and balconies; entrance stoops and porches; and subtle changes in materials and vertical planes that create shadow lines and textural differences. Vertical elements break up long, monolithic building facades along the street. In the T5.1 and T6.1 zones, major vertical elements should be a maximum of 50 ft apart measured center-to-center, which reflects the historic parcel increment of much of Downtown. In all other zones, major vertical elements should be a maximum of 40 ft apart measured center-to-center.
3. In all zones other than T4, T5.1 and T6.1 buildings should generally be designed to the scale and form of single-family houses.
4. Building Base - This may be as simple as a small projection of the wall surface and/or a different material or color. It may be created by a heavier

or thicker design treatment of the entire ground floor for a building of two or more floors, or by a setback of the upper floors.

5. Pattern of Features - Windows, wall panels, pilasters, building bays, and storefronts should be based on a module derived from the building's structural bay spacing. Features based on this module should be carried across windowless walls to relieve blank, uninteresting surfaces.

6. Building Entrances to Upper Floors - should be directly visible from the street and easy to identify.

   a. For buildings in T5.1 Neighborhood Centerand T6.1 Urban Core:

      i. Main building entrances - should be easily identifiable and distinguishable from first floor storefronts. At least one of the following treatments is recommended:

         a) Marked by a taller mass above, such as a tower, or within a volume that protrudes from the rest of the building surface;

         b) Located in the center of the facade, as part of a symmetrical overall composition;

         c) accented by architectural elements, such as columns, overhanging roofs, awnings, and ornamental light fixtures;

         d) marked or accented by a change in the roofline or change in the roof type.

      ii. Along Main and California Streets - entries to shops or lobbies should be spaced a maximum of fifty (50) feet apart.

      iii. Corner buildings - should provide prominent corner entrances for shops and other activity-generating uses.

   b. For buildings in other zones:

      i. A clear entry sequence should lead from the sidewalk to the front door. The following elements are recommended:

         a) Low Hedges, Fences and/or Entry Gates - to define the edge between the public street and private property.

         b). Stairs, Stoops, and Open Porches - are recommended to create attractive semi-public spaces.

            (1) Stairs - All stairs should be boxed and framed by attractive stepped bulkheads walls or balustrade railings. Bullnose treads are recommended. Open or "floating" exterior stairs should not be used.

            (2) Open porches - should have attractive bulkheads or balustrade railings and a roof that complements the pitch and materials of the main roof.

         c) Ornamental Lighting - for porches and walks to add attractiveness, safety, and security.

         d) Freestanding Landscape Elements - such as trellises, arbors, and special landscape materials that add character to yard spaces and / or accent the entry sequence.

         e) Pedestrian Access to Subsurface Parking Garages - should be provided along the building frontages to increase streetside pedestrian activity. Accessways could link directly to the main entrance stoop/porch, or be provided in a separate location. In either case, they should be designed as a prominent, visible

element in the overall facade composition.

C. BUILDING WALLS

1. Configuration

   a. Two or more wall materials may be combined on one façade only with one above the other - lighter materials above those more substantial (e.g. wood above stucco or masonry, or stucco above masonry); dependent, however, upon the chosen style.

   b. All building elements that project from the building wall by more than 16 inches, including but not limited to decks, balconies, porch roofs and bays, shall be visibly supported by pilasters, piers, brackets, posts, columns, or beams that are sized proportionally to the structure above. This requirement does not apply to cantilevered elements that are typical for a specific style.

2. Wall Surface Materials - If the building mass and pattern of windows and doors is complex, simple wall surfaces are preferable (e.g. stucco); if the building volume and the pattern of wall openings are simple, additional wall texture and articulation should be employed (e.g. bricks or blocks, rusticated stucco, ornamental reliefs). In both cases, pilasters, columns, and cornices should be used to add visual interest and pedestrian scale.

   The palette of wall materials should be kept to a minimum, preferably two (e.g. stucco and tile, brick and stone) or less. Using the same wall materials as adjacent or nearby buildings helps strengthen the district character.

   a. Brick - Brick veneers should be mortared to give the appearance of structural brick. If used, brick tile applications should use wraparound corner and bullnose pieces to minimize a veneer appearance.

   b. Stone and Stone Veneers - are appropriate as a basic building material or as special material for wall panels or sills in combination with other materials, such as brick or concrete.

   c. Poured-in-Place Concrete - options in terms of formwork, pigments, and aggregates should be explored to create rich surfaces. When used, include accents such as ceramic tile or stone for decorative effect.

   d. Ceramic Tile - is recommended as an accent material.

   e. Stucco - and/or painted stucco may be used in order to reduce maintenance and increase wear. All stucco surfaces should be smooth to prevent the collection of dirt and surface pollutants, and the deterioration of painted surfaces.

   f. Wood Siding - Painted horizontal lap wood siding with detailed trim is the only recommended “Main Street” use of wood. For residential application other wood siding configurations are acceptable.

   g. Curtain Wall Systems - Should only be used for limited areas, such as connections between buildings, entrance lobbies, etc.

   h. Note on Parapet and Cornice Cap Flashings - Sheet metal parapet cap flashings should be painted to match wall or trim color.

   i. Not Appropriate:

      a) Simulated finishes - such as artificial stone.

      b) Wood shingles and shakes - Vertical board and batten, shingles, or shakes are not recommended in the T-4, T-5 and T-6 zones; they have a rural/residential character.

      c) Plywood siding.

3. Side and Rear Building Facades - should have a level of trim and finish compatible with the front facade, particularly if they are visible from streets, adjacent parking areas or residential buildings.

4. Blank Wall Areas - without windows or doors are only permitted on internal-block side-property line walls. Such blank walls should reflect the Ground Level Building Increment, Building Massing & Organization, and Facade Compositions guidelines, A through D above. Surface reliefs, decorative vines, and/or architectural murals and other surface enhancements should also be

considered. Any blank exterior wall should also be treated with a graffiti-resistant coating.

5. Color - In general, drab earth tones should not be used. Building walls should contrast trim colors; for example, neutral or light walls with dark colors and saturated hues for accent and ornamental colors; white or light window and door trim on a medium or dark building wall. Colors of adjacent buildings should be taken into consideration.

    a. Secondary Color - can be used to give additional emphasis to architectural features such as building bases (like a wainscot), plasters, cornices, capitals, and bands.

    b. Bright Colors - should be used sparingly. Typical applications are fabric awnings and banners. A restrained use of bright colors allows display windows and merchandise to catch the eye and stand out in the visual field.

D. WALL OPENINGS

1. Windows - are an important element of building composition and an indicator of overall building quality:

    a. All windows within a building, large or small, should be related in operating type, proportions, and trim. Other unifying elements should be used, such as common sill or header lines.

    b. For storefront buildings: Window-to-Wall Proportion - In general, upper stories should have a window to wall area proportion (typically 30 — 50%) that is smaller than that of ground floor storefronts.

    c. Window Inset - Glass should be inset a minimum of three (3) inches from the exterior wall surface to add relief to the wall surface; this is especially important for stucco buildings.

    d. Shaped Frames and Sills -should be used to enhance openings and add additional relief. They should be proportional to the glass area framed; e.g. a larger window should have thicker framing members.

    e. Mullions - “true divided light” windows or sectional windows are recommended where a divided window design is desired; “snap-in” grilles or mullions should not be used.

    f. Glazing - Clear glazing is strongly recommended. Reflective glazing should not be used. If tinted glazing is used, the tint should be kept as light as possible; green, gray, and blue are recommended.

    g. Replacement/Renovation - Wood windows should be replaced with wood windows of the same operating type (e.g. double-hung, casement, etc.; vinyl-covered wood windows are available for lower maintenance). If aluminum replacement windows or doors are used, they should be:

    h. Same operating type - and orientation as the original windows (e.g. do not replace a double hung window with a horizontal sliding window).

        i. Factory painted - or fluorocoated to match the original; color anodized is also acceptable.

        ii. Similar in size - and thickness to the original frame and mullions.

2. Storefronts - are like small buildings with their own base, “roofline,” and pattern of window and door openings; with the exception of styles, for example, as Art Moderne and Art Deco.

    a. Base - a panel of tile or other special material is recommended below display windows. Materials recommended for walls (next section) are generally suitable. Base materials should be the same or “heavier” materials visually than walls.

        i. Brick and wood - should only be used if the rest of the wall surface is the same material; neither material should be used exclusively.

        ii. Ceramic tile - is frequently used as a storefront base. 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 Windows - are horizontal panels of glass between the storefront and the second floor. They are a traditional element of "main street" buildings, and are recommended for all new or renovated storefronts. Clerestory windows can be good locations for neon, painted-window~ and other relatively non-obtrusive types of signs.

d. Recessed Entries - are recommended as another traditional element of the main street storefront. Recommended treatments include:

   i. Special paving materials -such as ceramic tile;

   ii. Ornamental ceilings – such as coffering;

   iii. Decorative light fixtures.

e. 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. Cornices - should be provided at the second floor (or roofline for a one-story building) to differentiate the storefront from upper levels of the building and to add visual interest; this also allows the storefront to function as the base for the rest of the building.

g. New or Renovated Storefronts within Historic Buildings —should emulate or recreate a previous storefront (from historic photos or drawings) in order to harmonize with the overall building architecture. This can be flexibly interpreted, for example when the general form of a new storefront is like the original but the materials are contemporary.

E. ROOFS

1. Forms - Roof forms should complement the building mass and match the principal building in terms of style, detailing and materials. Double-pitched roofs (such as gable, hip, pyramid), dormer windows, and chimneys are recommended to add variety and visual interest when viewed from downtown streets below and hillside areas above. Roofs of historic buildings in Ventura and neighboring cities should be used as an inspiration for new designs. Flat roofs are acceptable in the T-5 and T-6 zones if a strong, attractively detailed cornice and/or parapet wall is provided. Single-pitched - or "shed" roofs should not be used for the principal building.

2. Parapet walls - are recommended; they should have a distinct shape or profile, e.g. a gable, arc, or raised center.

3. "Commercial Mansards" - i.e. wraparound roofing panels that do not enclose a habitable floor, should not be used.

4. Mansards - should only be used when emulating a traditional building style that typically employs mansard roofs, e.g. Beaux Arts, Victorian, etc. The following guidelines should apply:

   a. Buildings are three (3) stories or greater height,

   b. They enclose no more and no less than one (1) floor of habitable space;

   c. Dormer windows and other architectural features should occupy a minimum of twenty-five percent (25%) of the roof length.

5. Accent elements - such as flags, cut-out openings, grilles and latticework, ornamental medallions or building numbers are recommended.

6. Mechanical equipment - on rooftops should be screened, preferably behind a parapet roof. Latticework, louvered panels, and other

treatments that are compatible with the building's architecture may also be appropriate.

7. Materials – Encouraged roof surface materials are identified as follows:

    a. Clay, Ceramic or Concrete Tile - Colorful glazed ceramic tiles are recommended for decorative roof shapes, such as parapets, domes, and turrets.

    b. Metal Seam Roofing - should be anodized, fluorocoated or painted. Copper and lead roofs should be natural or oxidized.

F. MISCELLANEOUS BUILDING ELEMENTS

1. Trellises, Canopies, Awnings and Other Building-Mounted Accessories.

    a. Awnings - are recommended. They should be a colorful fabric mounted over a metal structure that is framed and attractive in design. Fabric awnings are generally preferable to permanent canopies. Backlit awnings are strongly discouraged.

    b. Trellises and Canopies - Materials, colors, and form should be derived from the building architecture.

    c. Height and Projection - trellises, canopies and awnings should be a minimum of seven (7) feet above the sidewalk, and project no more than seven (7) feet out from the building wall.

    d. Placement - of trellises, canopies and awnings should be above the display windows and below the storefront cornice or sign panel. They should not cover piers, pilasters, clerestory windows or other architectural features. An individual awning or canopy for each storefront or building bay complements the building more effectively than one continuous awning does.

    e. Accessories - Colorful banners should be used to add variety to the street. Ornamental brackets and poles add further interest. Hanging flower or plant baskets suspended from ornamental brackets of metal or wood are recommended for storefronts.

2. Accessory Buildings

    a. General - Outbuildings of all types should have architectural treatments derived from the main building: surface materials, trim, fenestration, roof materials, and colors.

    b. Freestanding Garages - should be unobtrusive, preferably located at the rear of properties to minimize visual impact.

    c. Single-Car Garage Doors - are strongly recommended, with windows, surface panels, trim, and other forms of architectural detailing to reduce their impact and scale.

    d. Built-in Garages - should blend with the form of the residence.

G. SITE IMPROVEMENTS

1. Public and Semi-Public Open Space – where provided as part of new development; e.g. pedestrian spaces, arcades, malls, courtyards, etc.

    a. Spatial Definition – Spaces should be defined by buildings or landscape elements on a minimum of two sides.

    b. Linkage - Spaces should be publicly accessible during daylight hours and linked to adjacent streets and sidewalks.

    c. Sequence - Gateways, trellises, special lighting, planting, etc., should be used to create a sequence for pedestrians; for example, an ornamental gate at the sidewalk, a passage lined with columns, and arrival at a courtyard.

2. Walls, Fences and Piers - should be used to define public and private boundaries and spaces.

    a. Design - Walls, fences, and piers should be designed to be compatible with the character of the principal building(s).

        i. Walls and fences should be open and/or low along street frontages - to maintain both a public character and

sight distance for driveways where they occur.

ii. Fence and wall panels - should be divided into regular modules that reflect the module of the principal building.

iii. Thick and thin elements - should be used, with thicker pieces for supports and panel divisions. Fence posts and support columns should be emphasized and/or built-up.

iv. Walls - should have a base and coping.

c. Materials - should be compatible with the principal building. Post or pier materials may differ from fence materials, such as metal fences with masonry piers.

d. Fences - Wrought iron, cast iron, and welded steel ornamental fences; wood picket fences of substantial design. Metal fences also may be mounted on a low masonry wall, and/or spanning masonry piers. Wooden fences in non-residential areas should be painted, preferably a light color.

e. Walls - recommended are brick, stone, concrete, precast concrete, and stucco-faced concrete or concrete block.

f. Piers - For spatial separation, a line of piers is acceptable. A continuous chain suspended between piers can be an effective and attractive device for creating a separation.

i. Spacing: no more than eight (8) feet on center.

ii. Thickness: at least eighteen (18) inches per side or diameter.

iii. Height: at least three (3) feet, no more than six (6) feet.

iv. Materials: should be the same as or complementary to the principal building.

g. Not Recommended:

i. Chain link fences - If used, chain link should be coated with nylon, preferably of a dark color. Chain link fences can be made more attractive by using masonry or heavy wood posts.

ii. Unfinished or unsurfaced concrete block walls - should not be used; block walls should be coated with stucco or a similar surface.

iii. Rustic wood fences - should not be used.

iv. Barbed wire/plaza wire - should not be used.

3. Paving Materials - recommended for pedestrian surfaces are listed below. In general, a maximum of two materials should be combined in a particular application:

a. Stone - such as slate or granite.

b. Brick Payers.

c. Concrete Unit Pavers.

d. Poured-in-Place Concrete - with any of the following treatments: integral pigment color, special aggregate, special scoring pattern, ornamental insets such as tile, pattern-stamped. All concrete walks should be tinted to reduce glare.

e. Not Recommended - asphalt, with the exception of bike paths.

4. Furnishings, Art Work, and Special Features - are recommended for public and/or common outdoor spaces.

a. Permanent Outdoor Seating — is recommended in all publicly-accessible ways and spaces. Seating should be either:

i. Incorporated — as part of the design of the building base, or;

ii. Custom designed — in a style related to the architecture of the building (permanent benches of stone, brick or precast concrete), or;

iii. Catalog items — of substantial materials appropriate for the center of the City;

e.g. steel or cast iron, precast concrete, or substantial wood.

b. Portable Seating — movable chairs, tables for cafes and other furniture should be of substantial materials; preferably metal or wood rather than plastic. Tables used for outdoor dining within the public right-of-way (i.e. in sidewalk areas) shall be a maximum of three (3) feet in diameter if round and three (3) feet along the longest side if rectilinear.

c. Street Clocks, Directory Kiosks, and Permanent Freestanding Showcase Displays - are encouraged for commercial buildings, subject to City review for adequate clearances, safety, and design. Designs should reflect the architecture of the sponsoring building or storefront.

d. Fountains - are recommended in open courtyard and passage spaces. The design and materials should be related to the principal building.

e. Public Art - such as sculpture, wall murals and other paintings, lighting displays and special public open spaces are encouraged.

i. Location - of public art should be in highly visible places specifically designed or modified for the purpose of accommodating it; public art should not be located in semi-private areas such as the rear of buildings or in courtyards.

ii. Symbolic content - of public art should relate to and represent the rich history of Downtown Ventura where appropriate; abstract as well as literal representative elements are appropriate.

iii. Murals - should reflect the color and architectural composition of the buildings on which they are painted, and, to the extent appropriate, that of neighboring buildings. Murals are strongly recommended for exposed firewalls and other windowless wall areas that extend two or more floors above neighboring buildings.

f. Surface Parking Lots Should Include Space-Defining Elements — such as arcades, trellises, columns, light standards, walls and railings, stairs and ramps, trees, climbing vines, arbors, and hedges to provide visual interest; use of these elements should be consistent with the principal building and other site features.

5. Plant Materials and Landscaping - should contribute to a comfortable, yet urban, downtown environment. The Streetscape Plan contained in this document and the City of Ventura “City Tree Master Plan” should be referred to in addition to the guidelines listed below. Drought-tolerant plant materials should be used as appropriate.

a. Plant Materials Along Street Frontages - should contribute to a harmonious, civic character.

ii. Street trees - shall be planted along all streets at a spacing of approximately twenty-five (25) feet on center to create a buffer between pedestrians and automobiles. Consistency in tree species, tree size, and spacing should be used to establish a strong street identity

ii. Trees with open branching structures - should be used. Deciduous trees are recommended to create shade in summer and allow sun in winter.

iii. Curbside planting strips – shall be drought-tolerant grasses or low-growing groundcover; materials that might cause pedestrians to trip shall not be used.

iv. Streetside planting areas -should have a simple palette of plant species. Drought-tolerant and/or native plants should be used. Common non-native species such as Juniper, Oleander, and Eucalyptus should not be used.

v. Plant materials that exhibit annual or seasonal color - are recommended to

highlight special locations; e.g. flanking main building entries and driveways.

b. "Orchard Parking" - shall be employed in all surface parking lots. It provides more trees than typical parking lot landscape approaches without the need for islands between parking bays. The "orchard" tree placement provides better shade on the passenger compartment and more even shade and vegetation throughout the parking area. Trees should be planted toward the rear of parking stalls to create a grid of trees rather than isolated rows of trees. Shade trees should be planted between every three (3) parking spaces; at a minimum, trees should be planted between every five (5) spaces.

   Tree species employed shall not drop significant amounts of debris, sap or other materials. Threes shall be round-headed, easy to limb up, and able to thrive in urban conditions.

c. Plant Materials in Other Locations - should be selected and placed to reflect both ornamental and functional characteristics.

   i. Deciduous trees - should be the predominant large plant material used. They should be located adjacent to buildings and within parking areas to provide shade in summer and allow sun in winter. Species should be selected to be drought-tolerant, provide fall color and minimize litter and other maintenance problems.

   ii. Evergreen shrubs and trees - should be used as a screening device, for example, along rear property lines, around mechanical appurtenances~ and to obscure grillwork and fencing associated with subsurface parking garages.

   iii. Flowering shrubs and trees - should be used where they can be most appreciated: adjacent to walks and recreational areas, or framing building entries, stairs, and walks.

   iv. Plants with annual or seasonal color - are recommended to highlight special locations, such as courtyards, building entrances, or access drives.

   v. Decorative vines - should be considered for use along fences, property boundaries, perimeter walls, and on blank building elevations.

   vi. Palm trees - should be used sparingly. The Specific Plan identifies palms as the trees to be used to establish Figueroa, California, and Ash Streets as symbolic connections to the Oceanfront. Palms planted in other locations should be singular or in tight groupings so as not to compete with the visual importance of these streets.

   vii. Drought-tolerant - and/or native plants should generally be used. Common non-native species such as Juniper, Oleander, and Eucalyptus should not be used.

d. Mounding Earth — Freestanding earth berms and/or earth berms against buildings are a suburban landscape approach that are not appropriate in the Downtown Planning Areas.

5.10.040 DESIGN RESOURCES

1. Calloway, Stephen (ed). 2005. *The Elements of Style: An Encyclopedia of Domestic Architectural Detail*. Buffalo: Firefly Books, Inc.

2. Carley, Rachel. 1994. *The Visual Dictionary of American Domestic Architecture*. New York: Henry Holt and Co.

3. City of Oakland Planning Department. June 1978. *Rehab Right*.

4. John J.-G. Blumenson, *Identifying American Architecture*. New York: Norton. 1981.

5. McAlester, V. and Lee McAlester. 1984. *A Field Guide to American Houses*. Alfred A. Knopf, Inc.

6. Rifkind, Carole. 1980. *A Field Guide to American Architecture*. Penguin Books USA Inc.: New York.

ARCHITECTURAL STYLES AND EVOLUTION

contributed by: *San Buenaventura Conservancy*

The Gallery Collection of Ventura's Architectural Styles

As one reviews the ensuing list of architectural styles and periods of development still evident in Ventura's built environment, a mental image of a gallery-like art collection begins to emerge.

As at the Getty, the Los Angeles County Museum of Art, or even the Metropolitan Museum in New York, collections of great art are arranged by periods of development of particular styles and techniques.

So, too, one can travel from San Buenaventura Mission, the Avenue area, the Downtown Core, Midtown, Pierpont Bay and Harbor area, the Hillsides, and on out to the East End and experience the styles, construction techniques, and stories of Ventura's people and developmental influences that is abundantly rich in the existing fabric. In California, it is rare to have over 200 years of architectural history still, for the most part, intact, and flowing from one generation to the other as if arranged in a gallery-like setting.

The City welcome the involvement of all facets of the community to participate in the maintenance and management of the collection, as well as the acquisitions of new contributors to the collection.

City Beginnings

Founded in 1782 with the building of the San Buenaventura Mission, the city of Ventura grew through the decades in a straight line eastward, due to its geographical limitations of the hills and the ocean. This unique growth pattern (as opposed to the more common star or radial layouts of most cities) enables one to travel from the Mission to the far East End and literally see the styles of each generation of growth emerge.

The other distinctive, identifying sense of place Ventura can lay claim to is that it is only one of two California Mission towns whose mission is still in the heart of the original Downtown, San Luis Obispo being the other. Ventura is the only coastal town whose mission is on its Main Street.

As in every habitable portion of North America, the area now called San Buenaventura was originally inhabited by Native Americans, with the Chumash Indians being its largest contingent. However, almost all remaining evidence of their culture today are sub-surface archaeological artifacts. Therefore, it is the existing fabric of the Mission that is the easily traceable beginning of "style" in the city of Ventura.

The Challenge:
Blending the Past while Building the Future

Because of Ventura's unique history and setting, we invite present and future developers and property owners to bring the very best of their efforts to enhance, integrate, and grow this collection. With the pressure for both residential and commercial interests placed upon the city of San Buenaventura, the challenge will be to integrate the past while successfully building the future, hopefully creating an architectural record that will say the present generation cherishes its history while concurrently crafting a contemporary **statement of its time**.

HISTORIC RESOURCE DESIGN GUIDELINES

OVERVIEW

All cities trace their stylistic evolution to developmental events or periods that shaped their growth. The significant design styles for the City of Ventura are described in the following pages in order of Ventura's chronological development. The definable periods of significant growth are:

- Mission Period (1782 to 1834)
- Mexican Period, Secularization and the Ranchos (1824 to 1848)
- California Statehood and Incorporation as a Town (1848 to 1868)
- Transcontinental Railroad Construction (1869 to late 1870s)
- Southern Pacific Railroad through the Santa Clara Valley (1886 to mid 1890s)
- City Beautiful Movement from (1893 to late 1920s)
- Oil/Automobile Land Boom (1920s to late 1930s)
- Post World War II Prosperity (1945 to mid 1960s)
- Corporate Commercialism (1960s to Present)

It is common for developmental periods and styles to overlap each other and be re-used as infill through successive decades. It is also common for types of styles to borrow elements from each other, which is why a building may contain influences from many styles.

Landmark 10. San Buenaventura Mission, an example of the Adobe Worship style.

DEVELOPMENTAL PERIODS:

- Mission (1782 – 1834)
- Mexican, Secularization, Ranchos (1824 – 1848)

Period Style: Adobe

Worship and Housing (1782 to 1859)

Starting with the Mission, the earliest building material and type of construction was that of hand-hewn adobe brick, made of earth and straw. The surrounding "village" that emerged around the Mission was comprised mostly of adobe housing and commercial buildings.

The last example of the earliest residential adobes closest to the Mission was the Angel S. Escandon adobe located in what is now the 200 block of East Main Street. It was demolished in 1926 to make way for the Nash Auto Sales Garage located at 230 E. Main.

Area of Style Concentration

The concentration of adobe dwellings (both residential, commercial and worship) was within a three-block area around the San Buenaventura Mission. Today, there are only three extant examples within the downtown. The only other structure within city limits is the Olivas Adobe, constructed in the late 1840s on the East end of town.

- Adobe Worship example: Landmark #10 San Buenaventura Mission.
- Adobe Residence examples: Landmark #1 the Olivas Adobe and Landmark #2 the Ortega Adobe.
- Adobe Commercial Building example: Building located within current addresses of 248, 254, 256 E. Main Street.

DEVELOPMENTAL PERIODS:

- Transcontinental Railroad Construction (1869 - late 1870s)
- Southern Pacific Railroad through Santa Clara Valley (1886 - mid 1890s)
- City Beautiful Movement (1893 - late 1920s)
- Oil/Automobile Land Boom (1920s - late 1930s)

Period Style: Wood and Brick

Pioneer Development (1850 to 1880)

The earliest framed buildings in San Buenaventura were simple box shaped, clapboard structures. Architectural detail was extremely simple, varying from post to split pilasters. Main Street began to emerge with wooden false fronts mixed with long rectangular narrow brick buildings as early as the late 1850s. China Alley and the early storefronts on East Main Street visible in J. C. Brewster's documentary photography of Ventura from the 1870s to 1909 represent this style. William Dewey Hobson is credited with building the first brick building in the county, the building known for many years as the Cohn store on West Main Street opposite the Santa Clara House, in Ventura. The use of brick for commercial structures, particularly within the Downtown core, remained popular until the late 1920s.

Area of Style Concentration

There is one remaining example of a wooden front in Downtown at 809 Front Street. However, there are a large number of extant, original brick commercial buildings along Main Street. These date from the 1870s to the 1920s and can be traced through Sanborn Maps.

Commerical Brick Building examples:

- Both sides of Main Street from the Mission to Chestnut
- South side of Main Street from Ventura Avenue to Olive Street

DEVELOPMENTAL PERIODS:

- California Statehood/Township Incorporation (1848 - 1868)
- Transcontinental Railroad Construction (1869 - 1870)

Period Style: Romantic

Early Prosperity (1860 - 1890)

As the town grew, the national trend of the Romantic Period began to influence construction in Ventura. The styles associated with the Romantic Period are Greek Revival, Gothic Revival, Italianate, Exotic Revivals, and Octagon.

Area of Style Concentration

The concentration of these styles is primarily in the downtown core as development did not push beyond Cemetery Memorial Park until the 1920s. There are some scattered, smaller examples on the Westside Avenue area. This period style is concurrent with the Victorian Era.

- Gothic Revival Style examples: Ventura Landmark #28 Southern Methodist Episcopal Church (Victorian Rose Bed & Breakfast)
- Italianate Style example: Landmark #21 the Franz Home

Landmark #28. Episcopal Church, 896 E. Main Street , an example of Gothic Revival Style

HISTORIC RESOURCE DESIGN GUIDELINES

DEVELOPMENTAL PERIODS:

- Transcontinental Railroad Construction (1869 - 1870s)
- Southern Pacific Railroad through Santa Clara Valley (1886 - 1890s)
- City Beautiful Movement (1893 - 1920s)

Period Style: Victorian

The Beginning of Sophistication (1860 - 1900)

The term "Victorian" is often referred to as a style, but it is actually an era that represents many styles. Britain's Queen Victoria ruled from 1837 to 1901, however, in American architecture, the styles that were popular during the last decades of her reign, 1860 to 1900, are referred to as "Victorian". They encompassed many styles, which were called Second Empire, Stick, Stick Eastlake, Queen Anne, Shingle, Richardsonian Romanesque, Folk Victorian, and other variations.

Area of Style Concentration

This period style is mostly concurrent with the Romantic Period (1860 - 1890). The largest concentration of extant examples is within the Downtown sore, but there are others scattered throughout the Westside with some rare examples in Midtown.

- Second Empire example: Landmark #68 Josiah Keene Residence
- Stick Eastlake example: Landmark #47 Jacque Roos House
- Queen Anne example: Landmark #59 David S. Blackburn House, Landmark #39 Dr. C.F. Miller Residence
- Stick Style example: (very few true examples extant) Landmark #65 Judge Ben T. Williams with modifications, E. P. Foster House on Ventura Avenue (prior to remodel in 1940s)
- Folk Victorian example: Early Chrisman farm house at 37 S. Crimea
- Richardsonian Romanesque example: Former Bank of Ventura at the corner of Oak and Main that has since been demolished; the Mary Mitchell house within Mitchell Block Historic District (670 E. Thompson Blvd) has such influences.

DEVELOPMENTAL PERIODS:

- Southern Pacific Railroad through Santa Clara Valley (1886 - 1890s)
- City Beautiful Movement (1893 - late 1920s)
- Oil/Automobile Land Boom (1920s - late 1930s)
- Post World War II Prosperity (1945 - mid 1960s)
- Corporate Commercialism (1960s - Present)

Period Style: Eclectic (including 3 major styles)

(1880 - 1940)

From the 1870s to the early 1920s the primary development of San Buenaventura stayed within the confines of the Downtown core from the Westside Ventura Avenue area to the edge of Cemetery Memorial Park, geographically bordered by the San Jon Barranca. Main Street from Ventura Avenue to Chestnut was the primary commercial district and the surrounding areas were developed as the residential districts for the merchants and business persons who worked in the Downtown. It was a live-work environment.

In the 1920s, the discovery of oil and the affordability of the automobile created the largest developmental growth period in the history of the city. Whole blocks along Main Street were filled in with new buildings that offered goods and services to the expanding population. The residential areas pushed eastward with the Hobson Heights and Buenaventura Tracts among the earliest to provide housing. Concurrently, the Ventura Avenue area was developed with small, affordable housing for oil field workers.

Landmark #39, an example of Queen Anne Victorian.

The Eclectic Period of architecture overlaps many eras, but it draws on the full spectrum of architectural tradition. There are three main branches of styles with sub-types within this period:

1. Anglo-American, English and French:

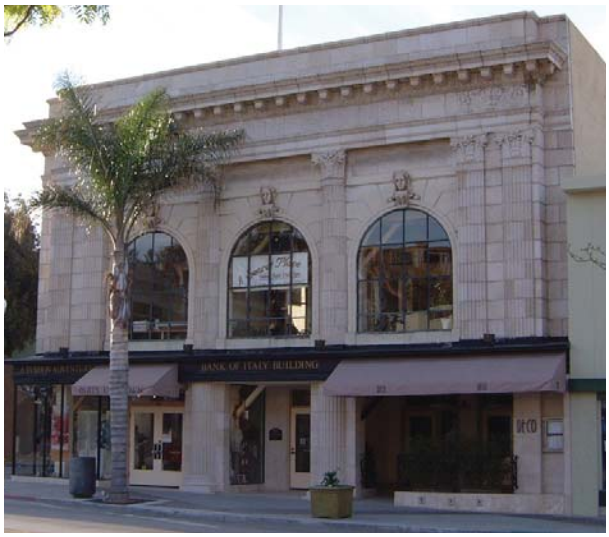
Colonial Revival	1880 - 1955
Neoclassical	1895 - 1950
Tudor	1890 - 1940
Chateauesque	1880 - 1910
Beaux Arts	1885 - 1930

2. Mediterranean:

Italian Renaissance	1890 - 1935
Mission	1890 - 1920
Spanish Eclectic	1915 - 1940
Monterey	1925 - 1955
Pueblo Revival	1910 - Present

3. Modern:

Prairie	1900 - 1920
Craftsman	1905 - 1930
Modernistic	1920 - 1940
International	1925 - Present



Landmark #38. Bank of Italy, 394 E. Main Street, an example of Beaux Arts

1. Anglo-American, English and French

From 1880 to the 1920s, six styles emerged in Ventura varying forms that borrowed heavily from English and French influences: Colonial Revival, Neoclassical, Tudor (also Tudorbethan), Chateauesque, and Beaux Arts.

Area of Style Concentration

All six of these styles are present across the Westside and through Downtown to West Midtown. They include residential and some commercial adaptive reuse examples.

- Colonial Revival examples: Landmark #97 Arnold House (92 N. Fir Street), with a concentration of this type on Santa Clara and Ash Streets.
- Neoclassical examples: Landmark #51 Blackstock House.
- Tudor examples: Landmark #82 Tudor House and Landmark #93 Charles W. Petit House. The Simpson Historic District also has at least three small scale houses of this type and there are several large examples on the hills above Poli Street.
- Chateauesque examples: (few in Ventura) The Somerset Apartments (formerly the Fosnaugh Hotel) at 540 E. Santa Clara is the best example in Downtown. The Mary Mitchell House (670 E. Thompson Blvd) within the Mitchell Block Historic District demonstrates Chateauesque influences and there are some small examples in Midtown.
- Beaux Arts examples: Landmark #4 City Hall (former County Courthouse); influences shown in Landmark #37 First National Bank and Landmark #38 The Bank of Italy.

2. Mediterranean

From 1890 through the late 1930s there was a revival of interest in the Italian and Spanish influences catapulted by the Spanish-American War and the highly romanticized California Missions. With the advent of the motion picture industry, a frenzy began with the extremely wealthy and these styles became homogenized into the main stream.

The predominant styles of this period are: Italian Renaissance, Mission Revival, Spanish Eclectic, Monterrey and Pueblo Revival.

Area of Style Concentration

On the Westside and in the Downtown core, the style can be seen in affordable housing residential and some commercial adaptive reuse buildings. In Midtown, there are both affluent and affordable housing residential examples with some commercial adaptive reuse along Thompson and Main streets with the heaviest concentration between Cemetery Memorial Park and the Pacific View Mall.

- Italian Renaissance examples: There are a few affluent examples of these in the Hobson Heights tract above Poli Street.
- Mission Revival examples: Landmark #19 the Elizabeth Bard Memorial Hospital and the Star Rug Factory (305 S. Kalorama St). The Edith Hobson residence in Midtown above Poli Street is an excellent example.
- Spanish Eclectic examples: Ventura has a plethora of variations of this style in the Midtown and Westside areas which reflect the land boom of the oil industry and the affordability of the automobile. Within Downtown, the Ventura Theater (26 S. Chestnut) is an excellent example, with influences also seen in the Elks Lodge (11 S. Ash St), the Masonic Temple (101 S. California St), Landmark #63 El Jardin Patio, and Landmark #40 El Nido Hotel (currently the Bella Maggiore Inn).
- Monterey examples: Midtown area residential in the upper Hobson Heights tract. An early, original example is Landmark #1 the Olivas Adobe. A late example of this style for recreational hotels is the East Wing of the Pierpont Inn (Landmark #80), designed by renowned hospitality architect, Robert R. Jones in 1953.

3. Modern Structures of the Early 20th Century

Although some of the styles of this period appear before 1900, the dawning new Millennium began a rush to modernism with clean lines and open floor plans to cast off the fussy excess of the socially regimented Victorian era.

The styles that emerged during this time period were Prairie, Craftsman, Modernistic, and International that spanned from 1900 to 1940, with the International style still popular today.

Area of Style Concentration

These styles range over a 60 year time span and are listed below by sub-type.

- Prairie examples: There are few examples of this style in Ventura in its purest form, however the influence of this style is seen in the many Craftsman homes in the Downtown Core. A late example of the influence of this style is the West Wing of the Pierpont Inn.
- Craftsman examples: Hundreds of examples of the various types of this style in Ventura with their concentration being on the Avenue, the Downtown Core through the western edge of Midtown that spans this 1905 to 1930 period. Outstanding examples can be found in Landmark #80 the Pierpont Inn, Landmark #55 the Dunning House, Landmark #69 the Hartman House, and two undesignated residences: one at 767 E. Santa Clara and the Harry Valentine house located at 993 E. Santa Clara, a recently restored Oriental Craftsman. The most outstanding example of this style is the Thomas Gould, Jr. residence, built in 1924 by Henry Mather Greene that is on the National Register of Historic Places.

Landmark #80, an example Prairie influence

- Modernistic examples: Art Moderne commercial buildings in Ventura were the Mayfair Theater and the Jack Rose Building, now demolished. However, some examples can be found in residential and commercial structures on the east end of the Downtown core and throughout Midtown, which was developed during this time period. Several examples of Art Deco can be found in the Downtown core and in the commercial area of Midtown, most notably Landmark #71 the Mutual Fire Insurance company (now Chicago Ribs) at the corner of Fir and Main Street. Another example is the Firestone Tire building at 200 S. California. Several elements of both Art Moderne and Art Deco can be seen in the residential and commercial areas developed between Seaward Avenue and the Pacific View Mall.
- International examples: Most of the residential examples of the International Style are found in the upper hills above Downtown and Midtown. The Addison Residence designed by architect Carl L. Maston is an outstanding example. However, what became known as Mid-Century Modern borrowed heavily from this style and some excellent examples are the “new” E. P. Foster Library on Main Street, built in front of the old library in 1959, the Medical Building located at 739 E. Main Street, Landmark #59 the David S. Blackburn House, also designed by Carl L. Maston, and the 50s Flat at Landmark #80 the Pierpont Inn (formerly a private residence) designed by architect, Robert R. Jones in 1953. Another great example is the Smith-Hobson house at 63 N Ash St.

Landmark #71, an example Art Deco

DEVELOPMENTAL PERIODS:

- Post World War II Prosperity (1945 - mid 1960s)
- Corporate Commercialism (1960s - Present)

Period Style 1: Post World War II

Eastward Growth (1946 to 1980s)

When construction resumed after World War II, houses based on historical precedent were largely abandoned in favor of new variations of the modern styles that had only begun to gain popularity in the pre-war years.

There were five predominant types that emerged that were loosely based upon previous styles.

Area of Style Concentration

The concentration of these five styles begins primarily east of Seaward when development of the town began pushing eastward after World War II. It continues past Victoria Boulevard with residential construction of the 1970s.

Examples: The Minimal Traditional Style is most prevalent in the neighborhoods east of Seaward Avenue. The Ranch Style becomes predominant in the areas east of Mills Road and east of Victoria with heavy pockets of simplified Ranch style tract homes The Split Level Style is also available in the area east of Mills Road, but becomes more predominant in the development of the late 60s and early 70s as you move toward Victoria and Telephone Boulevards. The Contemporary and Shed Styles are more concentrated in the areas east of Mills Road and north of Foothill Streets. All of this follows the progression from the beginning of the earliest development that began with the Mission to move eastward.

Period Style 2: Neoeclectic

A Return to the Past (1980 to the Present)

The decades between 1950 and the 1970s were dominated by the Modern styles previously discussed, however, by the late 1960s, the fashions of domestic architecture were shifting back toward styles based on traditional elements and influences, partly fueled by the social upheaval of that time period and a shocking awareness that America was losing its history through the massive demolition of buildings and even whole neighborhoods that took place between 1950 and 1965.

By 1980, the Neoeclectic Movement was in full swing with a decided emphasis on traditional elements re-introduced in the styles of Mansard, Neocolonial, Neo-French, Neo-Tudor, Neo Mediterranean, Neoclassical Revival, and Neo-Victorian. In commercial buildings a style called Post Modern became popular through the work of architects like Robert Venturi, Michael Graves, and Richard Meier.

Area of Style Concentration

- Commercial examples: Commerical examples can be found in Midtown and the beginning of the East End at Telephone and Main as infill for shopping. Post Modern influences are primarily being applied to new commercial construction and façade renovation within shopping centers.
- Residential examples: Most evident in the infill residential housing between Telephone Boulevard and the 126 Freeway that formerly were lemon orchards. One can find housing with Victorian, Colonial Revival, Craftsman, and Spanish Revival character defining features. This trend is continuing in the very eastward new development as far as Kimball Road and beyond.

Since the late 1990s to the present, there has been a very strong emphasis on traditional elements in both commercial and residential structures that seek to incorporate that past sense of “place”.

5.20.010 PURPOSE

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values. The purpose of these guidelines is to facilitate the review of development proposals involving changes to a Historic Resource. The city staff shall use both the guidelines of Section 5.20.040 and the Secretary of the Interior's Standards for Rehabilitation when evaluating such proposed changes.

5.20.020 APPLICABILITY

Development proposals inclusive any of the following attributes require Design Review by the City's Historic Preservation Committee, but may also require Design Review by the Design Review Committee and may be subject to final decision by either Committee, see Table III-4. *Summary of Approval Requirements* (pg. III-113) for details:

A. Designation of a Historic Landmark, point of interest (POI) or District

B. Demolition of a Historic Resource

C. Exterior additions or alterations to a Historic Resource

D. New construction on property containing a Historic Resource

E. New construction on property contiguous to a Historic Resource

F. New residential construction of four units or fewer in Historic District Overlay Zones

Historic Resource Design Review requests are processed according to the procedural requirements of Zoning Regulation Chapter 24.515 (Design Review Procedure).

5.20.030 SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION

The Secretary of the Interior's Standards for Rehabilitation are found in Appendix B of this plan. City staff and the Historic Preservation Committee shall use these standards (and the guidelines in Section 5.20.040) to evaluate proposed projects affecting historic resources.

5.20.040 HISTORIC RESOURCE DESIGN GUIDELINES

A. DESIGN APPROACH

Design of infill building facade should be influenced by the other facades on the street but should not attempt to copy. Infill buildings should be sympathetic and compatible with surrounding buildings in terms of mass, scale, height, facade rhythm, placement of doors and windows, storefront design, color and use of materials.

HISTORIC RESOURCE DESIGN GUIDELINES

B. DESIGN PRINCIPLES

1. Facade Proportion: Characteristic proportion of existing facades should be respected in relation to new infill development.
2. Proportion of Openings: Maintain the predominant difference between upper story openings and street level storefront openings of adjoining existing development.
3. Horizontal Rhythms: Integrate horizontal elements in the new development (e.g. cornice line, window height/width, and spacing) found in the adjoining historic structures.
4. Wall Articulation: New development should avoid monolithic street wall facades. Development should learn from adjacent historical structures with facades that are “broken” by vertical and horizontal articulation.
5. Roof Articulation: Flat or sloped consistent with surrounding buildings. Flat roofs should use decorative parapets and heavy cornice lines compatible with adjacent historic architecture. Cornice lines of new buildings (horizontal rhythm element) should be aligned with historic adjacent buildings.
6. Building Material Palette: Materials to be used on infill buildings are to be compatible with the materials used on significant adjacent buildings.
7. Mechanical Equipment Screening: Mechanical equipment located on a roof shall be appropriately screened so as not to detract from the historic character of the streetscape and views from the hillsides. Screening shall be architecturally integrated with the structure in terms of color, shape and size and compatible materials that also minimize glare.
8. Setbacks and “Build To” Lines: Maintain the pattern and alignment of buildings established by the traditional setbacks from the street. Build consistently with the street wall, particularly at corner sites. Design new buildings to respond to the existing building context within a block, and provide continuity to the overall streetscape.
9. Entrance Orientation: Maintain the traditional design vocabulary used for defining building entrances.
10. Storefront Design: Storefront is an important visual element and should be compatible in scale, rhythm, recesses, etc to adjoining existing historical storefront design.
11. Door and Window Design: Door and window proportion and detailing should be compatible with adjacent historical architecture, including percent of glass/solid, windowpanes/mullions proportion and window materials.
12. Signage: Signs should be subordinate to the architecture and overall character throughout the downtown area. New signage should be compatible in size, color, proportion, shape placement, and selection of lettering material with adjacent historical signage.
13. Landscaping: Consistency and continuity within the street right-of-way and building setback areas.

ARTICLE VI. SIGN STANDARDS

6.10.010 PURPOSE

The purpose of the standards and guidelines in this section is not uniformity, but elimination of those elements that result in a cluttered and unattractive physical environment. The standards provide basic parameters for creative signs that may be as varied and different as the businesses they represent.

6.10.020 APPLICABILITY

The sign standards in this Article determine the allowed type and size, material, design, and maintenance requirements for signage on commercial and residential development allowed under Article II. Urban Standards.

Furthermore, the provisions of Chapter 24.420 of the Municipal Code continue to apply except, and notwithstanding any provision of Section 24.420.020 to the contrary, Sections 24.420.060, 24.420.070, 24.420.080, 24.420.110 through 24.420.160 inclusive, and 24.420.180 through 24.420.230 inclusive.

6.10.030 PERMIT REQUIREMENTS

The Director shall have the authority to review and approve all signs complying with the standards of this Article. The Director may also forward any sign requests to the Design Review Committee for decision. Any sign requests not complying with this Article's standards shall require Warrant approval.

6.10.040 SIGN STANDARDS FOR COMMERCIAL USES

A. LOCATION

The subsequent sign types and standards shall apply in the following zones:

- T4.3 Urban General 3
- T4.4 Thompson Corridor
- T5.1 Neighborhood Center
- T6.1 Urban Core

1. Building-Mounted Signs
    a. Projecting Signs are allowed provided:
        i. Signs are no less than 8' above the finished grade, and extend no more than 4 feet out from the wall. See Uniform Sign Code for detailed clearance standards.
        ii. Signs are not mounted above the first floor.

Projecting sign, 1(a)

    b. Awning and Canopy Signs. Letters and graphics are limited to two surfaces and shall not exceed 33% of the total awning/canopy area.

Awning sign, 1(b)

2. Free-Standing Signs. Pole-mounted and/or other forms of freestanding signs shall not be permitted in T6.1 Urban Core. Exceptions, subject to review, are:
    a. Directory signs or kiosks. These may be considered for sidewalk locations. Those for private arcades or buildings should be on private property, located in publicly accessible courts, access-ways, or passages. Only one directory sign or kiosk is allowed per arcade.
    b. Portable signs (one per building only) - such as menu boards for restaurants, etc., provided:
        i. They are placed immediately in front of the business, within the width of store frontage and not, for example, at the street corner in front of other businesses. For businesses located in an arcade or plaza, a portable sign may be placed at the street entrance to the arcade or plaza.
        ii. They are stored indoors after hours of

operation.

B. SIGN SIZE

1. Building-Mounted Signs. Maximum area for each permitted sign type or any combination thereof shall be 1 square foot per 1 linear foot of tenant street frontage, up to a total of 100 square feet on ground floor only. In instances where an existing building has the principal entrance on a side facade (e.g. facing a parking area), the side facade may be counted as street frontage in calculating maximum sign area.

C. EXCEPTIONS

1. Permanent Signs shall be limited to:
    a. Existing built-in signs that are integral to the building design
    b. Painted window signs to a maximum of twenty percent (20%) of the window area
    c. Signs identifying hours of operation to a maximum of two (2) square feet.

D. SIGN MAINTENANCE

A high level of maintenance is essential.

1. Paint. Signs shall be retained in good condition, with touch-up or repainting as needed. Peeling paint should be replaced promptly.
2. Repair. Damaged signs and poles shall be repaired promptly.
3. Illumination. Bulbs and fixtures shall be replaced promptly if they burn out or are broken.
4. Awnings. Awnings that are damaged and/or faded shall be repaired or replaced promptly

6.10.050 DESIGN GUIDELINES FOR COMMERCIAL SIGNAGE

A. ARCHITECTURAL COMPATIBILITY

A building's architectural style and overall proportions should guide the design of signs. Signs should be located on the facade in areas designed for this function; e.g. a recessed or framed area between the first and second floor; a parapet panel between shop front and roofline.

B. SIGN DESIGN

1. Building-Mounted Signs. Should align with major architectural elements, such as doors and windows. Ornamental elements, such as moldings, pilasters, arches, clerestory windows, roof eaves, or cornice lines should be used as a frame.
    a. Relationship to cornice or roofline. Signs should not extend above the cornice line or into or above roof areas, unless they function as an integral part of the façade or roof design or are a faithful accent to existing architectural details or forms.
        i. A signboard may extend above the cornice line of an otherwise flat-topped building if it is designed as a parapet in keeping with the style of the rest of the building.
        ii. A signboard may extend above an existing parapet, if it is located to function as an accent to the basic parapet design.
        iii. Projecting signs should not extend above the eave line of a sloped roof.

2. Projecting Signs

   a. Projecting signs with vertically oriented messages should be slender in appearance, with a proportion of at least 2:1, height to width. Projecting signs with horizontally oriented messages may be rectangular or square in proportion; if located below an awning or canopy as a hanging "blade" sign, they should also be slender, proportioned 2:1 width to height.

   b. If used for structural support the sign shall be an attractive addition to the overall design of the sign and/or building. Ornamental metal is recommended. Wooden supports are also appropriate if designed to complement the sign; however, undetailed, standard-size lumber should not be used.

3. Awning and Canopy Signs

   a. Color combinations for awning or canopy signs should be simple. Lettering color and background color should contrast for legibility. Subtle bands of color are appropriate for awnings; more complex patterns or textures should generally not be used.

   b. The awning is primarily for shade and secondarily a sign location. Lettering may appear on the sloped or curved portion, but should not dominate; i.e. ancillary information may be located on the valance (front vertical portion).

   c. Signs on canopies should be in the form of letters or a signboard integrated with the canopy fascia, or freestanding letters mounted on top and extending above the fascia.

4. Other Signs

   a. Figurative signs shaped to reflect the silhouette of a particular object (for example, a key, a coffee cup, etc.) are encouraged. These may be wall-mounted or projecting, but should reflect guidelines for the specific type of sign as listed above.

5. Signs Not Appropriate

   a. "Canned" signs are internally illuminated plastic panels within a sheet metal box enclosure and shall not be used because these signs use a limited range of colors and lettering types and tend to have no relationship to the architecture of the building.

   b. Illuminated "balloon" awning signs should not be used.

C. SIGN MATERIALS

Recommended materials:

1. Signboards. Wood or metal, with painted or engraved letters, or mounted letters of wood or metal.
2. Silhouette or Figurative Signs. Three-dimensional letters, symbols, and/or ornamental figures made of wood or metal.
3. Custom Neon. Exterior-mounted on a signboard or metal support frame or enclosure, or interior-mounted behind clerestory or display windows.
4. Fabric Awnings. Canvas or nylon, with painted or applied lettering; plastic awnings should not be used.

D. SIGN LIGHTING

Recommended lighting:

1. Backlit. With lighting inside and behind projecting lettering.
2. Top or Bottom Lit. With single or multiple spotlights.

6.10.060 SIGN STANDARDS FOR RESIDENTIAL USES

A. LOCATION

The subsequent sign types and standards shall apply in the following zones:

- T4.1 Urban General 1
- T4.2 Urban General 2
- T4.3 Urban General 3
- In all zones, signs may be provided for residential components of mixed-use projects in addition to commercial signs.

B. BUILDING-MOUNTED SIGNS

Incised letters on the building facade are permitted for residential development. Maximum area shall be 1 square foot per 1 linear foot of tenant street frontage, up to a total of 100 square feet.

C. MONUMENT COLUMN SIGNS

These shall be a maximum of 8 feet in height and 3 feet in width.

D. LIVE/WORK DWELLINGS

Live/Work dwellings may have signage inclusive of the following:

1. 2 sq. ft. area maximum
2. Non-illuminated
3. Placeduponwindows,doors,orabuilding wall
4. Below 2nd floor
5. Projecting signs per 6.10.040(A)(1)

ARTICLE VII. OTHER STANDARDS

CONTENTS

7.10.000 Parking Standards
7.20.000 Yard Standards
7.30.000 Temporary Uses
7.40.000 Home Occupations
7.50.000 Nonconformity Regulations
7.60.000 Outdoor Dining in Public Right-of-Way
7.70.000 Timeshare
7.80.000 Wireless Telecommunications Facilities
7.90.000 Animals

7.10.000 PARKING STANDARDS

The City Engineer shall have the authority to review, approve and deviate from the following standards except those related to off-street parking and bicycle calculation. In instances where a project includes a deviation from these standards and also requires Design Review, the City Engineer's recommendation shall be forwarded to the Design Review Committee for review and action.

A. Curb Cuts. The number of curb cuts shall be minimized, especially on California Street, Chestnut Street, Oak Street and Thompson Boulevard. New curb cuts are not permitted on East Main Street within the Urban Core without approval of an Exception. Shared alleys, access drives and parking arrangements are encouraged to reduce the need for new curb cuts. Where new curb cuts are necessary, the following standards shall be adhered to:

1. Location. Curb cuts shall be on east-west streets where accessible.
2. Width. Maximum width shall be twelve (12) feet for one-way driveway and twenty-four (24) for a two-way driveway.
3. Number. Maximum number of curb cuts associated with a single parcel shall be one (1) two-way curb-cut or two (2) one-way curb cuts; subject to City Engineer approval.
4. Setbacks. Curb cuts shall be setback a minimum of two (2) feet from adjoining properties.

B. Dimensions. Parking lot, parking space and alley design and dimensions shall be carried out in accordance with the following standards.

1. Spaces

a. Standard. Each space shall be an unobstructed rectangle not less than nine feet wide by not less than 20 feet long, exclusive of drives, aisles or, if enclosed, structural supports.

b. Compact. Each space shall be an unobstructed rectangle not less than eight feet wide by not less than 16 feet long, exclusive of drives, aisles or, if enclosed, structural supports. Each compact space shall be individually marked or designated as a compact space.

c. Vehicle Overhang. Where a required off-street parking space is designed to abut a landscaped area that is at least five feet wide or a sidewalk that is a minimum of 2 1/2 feet wider than required by the state building code handicap ADA requirements, the length of any such parking spaces, except for parallel spaces, may be reduced by 2 1/2 feet for spaces that are perpendicular or angular to such landscaped area or sidewalk. Except that compact parking spaces shall only be allowed a 1.5-foot overhang.

d. Marking. All parking spaces and directional arrows and instructions shall be clearly designated in a manner satisfactory to the City Engineer.

e. Screening. Where permitted, surface parking shall be screened from view from the public street with an attractive low wall, fence, or line of piers between thirty-two (32) and forty-eight (48) inches in height; including accent landscaping. Shade trees at a ratio of one (1) tree for every three (3) parking spaces in an “orchard” planting arrangement shall also be provided.

2. Aisles. Vehicular access to streets and alleys will be determined to meet the following requirements or as may otherwise be approved by the City Engineer.

a. All Building Types - Driveway access dimensions are identified within each particular building type. The City Engineer or the Fire Department may require a greater minimum width or grant a lesser minimum width depending on the driveway length, number of dwelling units served, turnaround needs, or other factors.

b. Back-out. A minimum 25 foot deep unobstructed back-out area should be provided in front of every garage, carport, or open perpendicular parking space, provided that, where any of the foregoing abut an alley or private street or driveway, the width of the alley or private street or driveway may count towards this required 25 foot back-out area. The City Engineer may grant a lesser back-out distance where, for example, other factors such as increased stall width are included.

3. Alleys. When project development includes access via an alley, alley construction shall comply with the following standards:

a. All alleys shall be within dedicated City right-of-way and shall be a minimum of 20 feet in width.

b. Only dry utilities shall be placed in the alley. Wet utilities shall be placed in the public street.

c. Alleys shall have a minimum 12-foot wide travel section. The entire alley shall have a structural section capable of supporting trash truck and emergency vehicle access and loading. The travel section surface shall be constructed of concrete or pavers over an appropriate structural base.

d. The additional 4-foot area on either side of the travel section shall be pavers or other approved structural surface on an approved base. Dry utilities shall be placed in this area.

e. Trees or shrubs shall not be placed in the alley right-of-way.

f. Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located in the alley.

C. Calculation. The total number of off-street parking spaces required shall be calculated as follows:

1. Whenever the computation of the number of off-street parking spaces required by this chapter results in a fractional parking space, each such fractional space shall be constructed as a whole number if equal to or greater than one-half.

2. No off-street parking spaces are required for floor area comprised by carports, garages, parking structures or other buildings devoted exclusively to provision of required parking spaces.

3. No off-street parking spaces are required for floor area exclusively used and maintained for elevators, stairways, restrooms, unstaffed electrical or mechanical equipment rooms, and employee only kitchens, lunchrooms, exercise, or locker rooms.

4. With respect to any Restaurant use type, gross floor area does not include outdoor dining areas.

5. Tandem and stacked parking may count toward the total number of off-street parking spaces.

6. The total number of off-street parking spaces required shall be the sum of the requirements for the various uses on a particular site, except as provided for by the Live/Work building type and the Home Occupation use type.

D. Provision of Required Spaces. The total number of off-street parking spaces shall be provided as follows:

1. The total number of off-street parking spaces required may be reduced if the spaces can be shared among the various uses of a mixed-use development, confirmed through a land use entitlement condition.

2. Up to 35% of required off-street parking spaces may be compact.

3. Any surplus parking may be compact.

4. Up to 100% of the required off-street parking spaces may be provided off-site, but within 1250 ft. of the site and shall be confirmed through a land use entitlement condition.

5. A fee may be paid in-lieu of providing the required number of spaces and shall be confirmed through a land use entitlement condition.

E. Surfacing. In order to minimize the volume and contribution of potential pollutants to the stormwater conveyance system, alternative and permeable pavement materials may be used to simultaneously facilitate vehicle movements and improved water quality subject to City Engineer or Fire Department approval. Asphalt or cement concrete surfacing may be used but are discouraged for exclusive use where water quality enhancement is possible. Gravel parking lots require approval of an Exception.

F. Bicycle Parking. The requirements of this section shall apply when a building is constructed, an existing building is added to or structurally altered, or the use or occupancy of a property is intensified, expanded or changed.

1. Qualifying Uses. The determination of whether bicycle-parking facilities (in the form of both racks and lockers) are required shall be determined as follows:

a. Residential. Projects of five or more total dwellings shall provide bicycle-parking facilities in the number of ten percent of the total required off-street parking spaces.

b. Commercial. All commercial projects shall provide bicycle-parking facilities in the number of ten percent of the total required off-street parking spaces.

2. Calculation.

   a. Fractional requirements. Where the total number of bicycle parking facilities required includes a fraction of a facility, one additional bicycle facility shall be added for each such fraction.

   b. Mixed uses. The total requirement for bicycle parking facilities on a site shall be the sum of the requirements for each of the uses occupying the site.

   c. Uses not specified. The decision-making authority may establish bicycle parking facilities requirements for uses not set forth herein. Such determination shall be based upon the requirements for the, most comparable uses specified in this section. The decision-making authority may seek the advice of the bicycle technical advisory committee with respect to these matters.

3. Facility Standards.

   a. Location. Bicycle parking facilities shall be located on the same site as the use that is subject to the requirements of this section. Bicycle facilities shall be located so as to be at least as convenient as the majority of vehicular parking areas, and as closely oriented to adjacent bikeways as is feasible.

   b. Physical Improvement.

      i. Bicycle parking facilities shall include provisions for storage and locking of bicycles, either in lockers or secured racks or equivalent installations in which the user may lock the bicycle frame and wheels. Instructions for the proper use of the racks and/or lockers should be provided. Bicycle racks shall be designed so that the user is able to secure both wheels and the frame with a user-provided 1.8-meter six-foot cable or chain and lock. Racks or lockers shall be anchored so that they cannot be easily removed. Lockers shall be designed such that bicycles cannot be removed except by authorized persons. It is recommended that bicycle facilities be covered so that they are protected from the elements. A mix of lockers and racks is encouraged.

      ii. The design of bicycle parking facilities with respect to safety, convenience, and security shall be subject to the review and approval of the Director. The director may specify certain types and standards for bicycle parking facilities in addition to the standards set forth herein.

      iii. Bicycle parking facilities required in conjunction with uses that are subject to design review shall be reviewed by the decision-making authority to insure that they relate well to the remainder of the facilities, are architecturally consistent with the site and structures, and are located in the most appropriate location.

   c. Maintenance. Bicycle parking facilities as required herein shall be provided and maintained for the duration of the use incurring the requirements therefore and shall not be used for other purposes.

7.20.000 YARD STANDARDS

A. Fences & Walls. Fences, walls or dense landscaping that serves as a fence or wall shall be located or maintained as follows:

1. Location & Height.

    a. Between the property line and a Street Build-to Line or Side Street Build-to Line but not located behind the rear of a building, height shall be limited to 3.5 feet max.

    b. Between the property line and Side Street Build-to Line or Side Yard Setback but located behind the rear of a building, height shall be limited to six (6) feet maximum.

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 Diagram C (Parking Placement) 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 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.

7.30.000 TEMPORARY USES

The procedural requirements and standards identified below pertain to land uses that are temporary in nature and which would occur on private property. Temporary uses that may occur on City property are addressed separately under Municipal Code, Division 18. Example land uses include, but are not limited to, events such as temporary gatherings, swap meets, and community events. Seasonal events including, but not limited to, Christmas tree sales, Halloween pumpkin sales, berry sales, and similar events may occur outside of the downtown.

A. Permit Requirement. Temporary uses may be allowed only upon approval of a Director's Permit application. The Director's Permit may be conditionally approved in a manner that places conditions and restrictions on the temporary use including, without limitation, conditions and restrictions relating to duration and hours of operation, noise and litter control, parking and vehicle or pedestrian access, or relating to any such other concerns as may arise with respect to the proposed use.

    The procedural requirements for obtaining a Director's Permit are contained within Zoning Regulations Chapter 24.505.

B. Location. Temporary uses may be carried out in any zoning district other than T4.1 Urban General 1 and T4.2 Urban General 2.

C. Standards. The following types of temporary uses may be considered subject to A & B standards listed above:

1. Community Event. Temporary gatherings of individuals that may involve eating, drinking, dancing, fund raisers, or other similar activities, may be conducted at any one site but only for a maximum of one instance of no more than seven consecutive days in any 30 day period and a maximum of six times per calendar year.

2. Non-Charity Auction. Sales of goods or merchandise by auction less than three times per calendar year, and excluding the sale of food products or animals.

3. Promotional Event.

7.40.000 HOME OCCUPATIONS

The procedural requirements and evaluation standards identified below pertain to home businesses; otherwise known as home occupations. The intention of evaluation standards is to allow the reasonable yet limited occupations within dwelling units.

A. Permit Requirement. Home businesses may be conducted by-right in accordance with the standards identified below and in any zone, provided that the home occupation is incidental to the residential use of the dwelling unit and complies with all of the provisions below.

B. Evaluation Standards. Home businesses shall comply with all of the following provisions:

1. Up to one employee shall be permitted and no other pedestrian or vehicular traffic related to the home business is permitted beyond that normally generated by the residential uses prevalent in the vicinity in which the subject property is located;
2. No signs visible from the outside of the dwelling unit are allowed except for signs that are otherwise permitted in conjunction with the primary residential use and provisions of this plan;
3. No supplies or equipment used for, or in any way related to, the home business may be stored outside the dwelling unit;
4. No more than one vehicle used for, or in any way related to, the home business may be used or stored on the premises and any truck or van related to the home occupation shall not exceed a maximum capacity of one ton;
5. No hazardous materials may be used for any activities related to the home business or stored on the premises for that purpose unless approved by the Fire Chief or his or her designee;
6. No activities related to the home business may be performed on the premises if such activities produce, or may produce, any external physical effects, including, but not limited to, noise, smoke, odors, vibrations, electromagnetic wave interference, line voltage fluctuation, or similar physical impacts;
7. No more than 750 gross square feet of the dwelling unit may be used in connection with the home business;
8. Deliveries of any supplies or equipment related to the home occupations are allowed no more than once daily, provided that such deliveries shall not interfere with traffic circulation;
9. No additional off-street parking is required for the business use.

7.50.000 NONCONFORMITY REGULATIONS

This section regulates nonconforming lots, nonconforming structures, and nonconforming uses, including uses that are nonconforming as to required off-street parking. This section is intended to allow nonconforming lots, structures, uses, and off-street parking arrangements to continue to the extent consistent with the health, safety and public welfare purposes of this plan, with the ultimate goal being to bring such nonconforming lots, structures, and uses into compliance with the plan.

A. Nonconforming Buildings or Structures. Buildings or other structures that are nonconforming as to setback, yard, height, or other Development Code provisions may be repaired, replaced, or added to, only to the extent permitted by this section:

1. Lots which are nonconforming as to width may be adjusted or subdivided provided the resulting re-configuration brings the nonconforming lot into, or closer to, conformity with the requirements of this plan.

2. Additions. A nonconforming building or other structure may be added to, provided that an addition of 50% or more of the existing floor area shall trigger compliance with all Development Code provisions for the portion of the building or structure comprising the addition.

3. Restoration of building or other structure. If a nonconforming building or structure is damaged or partially destroyed by fire, flood, wind, earthquake, or other calamity or act of God or the public enemy, structural alterations, or other repairs for purposes of reconstruction may be carried out so long as they are repaired or replaced to no more than their original size (i.e., no additional floor area shall be added).

4. Other repair. Repair of nonconforming buildings or other structures, other than structural alterations and other repairs required for restoration of damaged or partially destroyed buildings, may be carried out provided that:

   a. No structural alterations may be carried out unless those structural alterations are determined by the building official to be required for protection of the public health or safety, and

   b. No like-for-like reconstruction of nonconforming buildings or other structure may be carried out unless such reconstruction is determined by the building official to be required for protection of the public health or safety.

5. Remodels, and other additions or alterations. Notwithstanding any provisions of the above-listed standards, in any instance where a person proposes to, or commences to, alter, expand, or add to an existing nonconforming building or structure and nonconforming portions of the nonconforming building or structure are demolished in the course of such alterations, expansions, or additions, all nonconforming portions of the building or structure so demolished shall be reconstructed in compliance with all requirements of this plan. This requirement shall apply regardless of whether such demolition is determined by the building official to be necessary to comply with the Uniform Building Code or required for the protection of the public health and safety.

6. Historic Resources. Remodels, additions and alterations to designated historic resources shall not be subject to: (1) Article II (Urban Standards) requirements pertaining to Building Placement (Setbacks, Accessory Buildings and Architectural Encroachments), Placement (Setbacks, Accessory Buildings and Architectural Encroachments), Building Profile and Front-

age (Height and Frontage Types), Parking (Parking Placement) and Building Types; and (2) Article III (Building Types). Instead, proposed remodels, additions and alterations shall be evaluated according to the requirements of Article V (Design Guidelines for Historic Resources).

B. Nonconforming Uses. A nonconforming use, including any uses incidental thereto, may continue, even if ceased for a period longer than six months, provided such use is not intensified, expanded or extended in any way. Nonconforming uses shall not be changed to any other use, in whole or in part, except to a conforming use which is permitted in the zoning district in which the subject site is located.

C. Nonconforming as to Parking. All uses that are nonconforming as to the off-street parking requirements of this plan shall comply with the following:

1. Repair of buildings. Where the off-street parking provided for a use does not meet the requirements of this plan, repair of any buildings on the site occupied by that use may be carried out, provided that, no structural alterations may be carried out unless the building official determines those structural alterations to be necessary for the protection of the public health and safety. If structural alterations are carried out which are not determined by the building official to be necessary for the protection of the public health or safety, all off-street parking requirements of this plan must be met by any and all uses occupying, or otherwise using, any buildings on the subject site.

2. Additions to building. Where the off-street parking provided for a use does not meet the requirements of this plan, additions to buildings on the site occupied by that use may be carried out only if all requirements of this plan are met by any and all uses occupying, or otherwise using, any buildings on the subject site.

3. Vacancy. In addition to the above provisions regarding discontinuance of nonconforming uses and change of a nonconforming use to a conforming use, where any non-residential use does not meet the off-street parking requirements of this plan, and the building which the non-residential use occupies becomes and remains vacant for an uninterrupted period of 12 months, the building may not be reoccupied, nor may any new land use be initiated anywhere on the site, unless all requirements of plan are met.

D. Abatement of Nonconforming Uses. Where no buildings are occupied or otherwise used in connection with a nonconforming use, that use shall be terminated within five years from the date it became nonconforming, provided that for any use that becomes nonconforming as a result of a zone change, the specified five-year period of time for the termination of the nonconforming use shall be computed from the effective date of the zone change.

7.70.000 OUTDOOR DINING IN PUBLIC RIGHT-OF-WAY

This section provides regulations for outdoor dining within the public right-of-way when accompanying a Restaurant use type.

A. Permit Requirement. No person may establish outdoor dining in the public right-of-way unless a Director's permit is first approved. The procedural requirements for obtaining a Director's Permit are contained within Zoning Regulations Chapter 24.505. A Director's Permit application shall include adequate plans and information to determine compliance with this section.

The procedural requirements for obtaining a Director's Permit are contained within Zoning Regulations Chapter 24.505.

B. Evaluation Standards. No Director's Permit for outdoor dining in the public right-of-way may be approved unless all of the following development and operational standards are met:

1. To provide for adequate pedestrian circulation, four feet of clearance between dining furnishings and any curbline, street furniture, or above ground utilities. A minimum of 50 feet of clearance, shall be maintained between dining furnishings and the centerline of intersecting perpendicular driveways, alleys or streets to provide for adequate vehicle sight, unless a lesser distance is determined by the Director and City Engineer to be adequate for the protection of the public safety.
2. Tables and chairs used for outdoor dining shall be of substantial materials. Tables shall be a maximum of three feet in diameter if round and three feet along the longest side if rectilinear. All such furnishings shall be stored indoors after hours of operation.
3. In addition to signage permitted for the restaurant, one portable sign, such as a menu board/chalk board or "A" frame board sign shall be permitted, provided that said sign is attractively designed, maintains adequate pedestrian and vehicle sight clearance as described above, does not block the visibility of display windows or signage of any adjacent business, is stored indoors after hours of operation, and is limited to no more than ten square feet in area. Additional signage on umbrellas may also be permitted through a Director's permit. The Director shall have design review authority for signs used in conjunction with outdoor dining uses and shall carry out such design review authority in conjunction with the overall review of the outdoor dining use pursuant to this section.
4. No portion of the outdoor dining use, including furnishings and signs, shall block visibility of display windows or signage of adjacent businesses, unless written consent of any affected adjacent business owner to block visibility is obtained by the applicant and provided to the Director.
5. The outdoor dining use operator shall maintain the outdoor dining area in a clean and safe condition at all times, including properly disposing of all trash generated by the operation.
6. Any alcohol service in a outdoor dining area must be compliant with an alcohol CUP.
7. Approval of a Director's Permit for outdoor dining in the public right-of-way shall be valid for an initial one year period. Permittees may apply for an unlimited term permit renewal, unless a limited term is deemed appropriate by the Director. Applications and renewals shall be subject to an application fee that may include a separate fee for outdoor dining uses in the public right-of-way.
8. The outdoor dining use operator shall provide an executed city hold harmless waiver and proof of liability insurance to the satisfaction of the city risk manager.

C. No additional parking spaces for their outdoor dining area shall be required.

7.70.000 TIMESHARE

This section establishes cristeria by which timeshare facilities can adequately function as lodging services.

A. Limits on Occupancy. Occupancy of the same timeshare unit by any person shall be limited to 30 consecutive days or one calendar month, whichever is less. In no instance shall any person occupy one or more timeshare units in any timeshare facility for more than 90 days per calendar year. Units that do not meet these criteria shall be considered residential dwelling units.

B. Permit Requirement. Timeshare facilities and conversions to timeshare use may be permitted only in zones south of U.S. Highway 101 and within the Eastside Workplace Overlay. Timeshare facilities shall require the approval of a Use Permit. Conversion of timeshare units to residential condominium use shall be prohibited. Timeshare facilities may include other uses, either as other principal uses or incidental uses to the timeshare facility, so long as each such specific use is permitted by the zone regulations for the zone within which the timeshare facility is located. Such other uses shall meet all city ordinances and requirements.

C. Required Facilities. Facilities, amenities and design features usually associated with hotels (e.g., lobby, check in area, registration desk, service closets, laundry facilities, etc.) may be required as a condition of approval of a use permit to ensure that the timeshare facility will adequately function as lodging services.

D. Availability. Any use permit approving a proposed timeshare facility or a timeshare conversion may require the project to provide units which will not be sold but which will function instead as hotel rental units available to the general public.

E. Conversion. Conversion of any type of existing units or facilities to timeshare facility use shall require the approval of a use permit. All such proposed conversions to timeshare facility use shall be evaluated in terms of the physical suitability of the units or facilities for timeshare facility use. Items to be considered shall include, but not be limited to:

1. General maintenance and upkeep of the structures;
2. General physical condition of the facility;
3. Age of the structures;
4. Suitability of the units for the type of occupancy proposed;
5. Availability of kitchen facilities;
6. The age, condition, and general repair of any recreational facilities; and
7. Conformance with appropriate building, safety or fire standards

Improvements to the project site or any buildings or structures thereon to mitigate any identified deficiencies may be required as a condition of approval of any use permit for such conversion.

F. Submittal Requirements. In addition to any information requirements established for use permit applications, the following information shall also be submitted as part of any application to develop or institute a timeshare facility:

1. Site plan, showing the location of all buildings, parking areas, circulation systems, landscaped areas, vehicular entrances, pedestrian entrances, recreation areas, and any ancillary uses.
2. Elevation plans in sufficient detail to indicate the type of materials to be used.
3. Typical floor plans of each timeshare unit.
4. Proposed phasing of construction of the timeshare use.
5. Description of the type of timeshare method to be used (fee simple, leasehold, etc.).
6. Identification of timeshare intervals and the number of intervals per unit.
7. Identification of which units are in the timeshare program and the use of the units not included in the program.
8. Description of amenities and any incidental uses that are proposed in conjunction with the timeshare facility.

9. Description of the availability of the timeshare project, including ancillary uses, to the general public.

10. Description of the method of management of the project and indication of a contact person or party responsible for the day-to-day operation of the project.

11. Description of the type and operation of any other uses (residential, commercial, recreational) that are to be carried out in conjunction with the timeshare facility.

12. Description of the methods to be used to guarantee the future adequacy, stability, and continuity of a satisfactory level of management and maintenance.

13. Description of the method to be used in collecting and transmitting the transient occupancy tax to the city.

G. Public Notice. Public notice shall be given for all use permits associated with timeshare facilities pursuant to the provisions of Zoning Ordinance Chapter 24.560. In addition, for apartments or residential condominiums proposed to be converted to timeshare facilities, written notice shall be mailed to all tenants residing in the project proposed to be converted not less than ten days prior to the hearing. Such notice shall specify the following: (1) The date, time, place and purpose of the hearing; (2) That should the permit be approved, tenants may be required to vacate the premises; and (3) That should the permit be approved, the property owner shall be required to give all tenants a minimum of 180 days notice to vacate; and that, such notice shall not restrict the exercise of lawful remedies pertaining to, but not limited to, tenant's default in the payment of rent or defacing or destruction of all or part of the rented premises.

H. Findings. In addition to the findings required for approval of a use permit, the following findings shall be necessary for approval of a permit for a timeshare facility: (1) that the proposal is in conformance with the Local Coastal Program; and (2) that the project will not preclude the development of other needed tourist facilities, hotels or motel facilities in the city as a whole, or in a particular area of the city.

I. Coastal Zone Requirements - Limited Use Overnight Visitor Accommodation Restricts. Timeshares, Condominium Hotels. Fractional Ownership Hotels and other such uses are considered limited use overnight visitor accommodations and subject to the specific regulations in Municipal Zoning Code Section 24.310.050.

7.80.000 WIRELESS TELECOMMUNICATION FACILITIES

This section establishes the development and operational standards for the review of Wireless Telecommunication Facilities (WTF).

A. The provision of this section intend to:

1. Provide for the siting and development of Wireless Telecommunications Facilities to serve City of Ventura residents, businesses, industry, schools, and other institutions and to set forth specific permit regulations for those facilities;

2. Promote orderly development and ensure that Wireless Telecommunications Facilities are compatible with surrounding land uses in order to preserve the unique visual character of the city;

3. Provide a public forum to ensure a balance between public concerns and private interests in establishing Wireless Telecommunications Facilities;

4. Protect the visual character of the city from the potential adverse effects of Wireless Telecommunications Facilities and prevent visual blight within or along the city's scenic corridors and ridgelines through careful design, siting, landscaping, and various innovative camouflage techniques;

5 Avoid potential damage to adjacent properties from tower/monopole failure through careful engineering and siting of such structures;

6. Maximize the use of any existing wireless telecommunication tower or monopole and the use of well-camouflaged sites to minimize the need to construct new towers or

monopoles within the city;

7. Maximize and encourage the use of Minor camouflaged Wireless Telecommunications Facilities or co-location with existing Wireless Telecommunications Facilities structures as a primary option rather than construction of new single-use towers or monopoles; and

8. Protect the visual and other environmental resources of Ventura.

B. Permit Requirement. Prior to the installation of Wireless Telecommunications Facilities use types, the type of permit required shall be:

1. Wireless Telecommunication Facilities, Mini: A zoning clearance must be obtained prior to the installation.

2. Wireless Telecommunication Facilities, Minor: A director's permit shall be obtained prior to installation.

3. Wireless Telecommunication Facilities, Major. A use permit shall be obtained prior to installation.

C. Submittal Requirements. In addition to any requirements established for the submittal of an application, including materials, plans and fees, the applicant may be required to submit one or more of the following as determined desirable by the community development director to make the required findings:

1. The name, address, telephone number and title of the officer, agent or employee responsible for the accuracy of the applicant's materials and who will serve as a contact for the city regarding the siting of new Wireless Telecommunications Facilities in the city.

2. A project description fully describing the proposed facility, including a description of proposed lighting and noise-generating equipment, and the projected useful life of the facility.

3. A site plan of the proposed project including existing and proposed walls and fences, proposed lighting and access to the facility.

4. A landscape plan showing all existing vegetation and identifying landscaping that is to be retained on the site and any additional vegetation that is proposed to screen the facility from adjacent land uses and public views.

5. If ground mounted, a topographic map showing existing and proposed contours, including access.

6. A narrative and map description of all of the other applicant's existing and proposed Wireless Telecommunications Facilities within the city.

7. Visual impact assessment, including existing site photos and photo simulations from a minimum of four vantage points. The photo simulation is to be an accurate representation that includes a worst case impact on the view from the public realm and shall encompass a radius of at least 1,000 feet from the proposed site. The assessments shall consider views from public areas as well as from nearby private residences.

8. An alternate site analysis presenting various locations considered, which would minimize the number, size, and adverse visual impacts of facilities necessary to provide telecommunication services to the public. When the decision-making authority determines that an alternate location is more desirable, the burden of proof shall be on the applicant to show that the alternate location is not feasible or reasonable for signal access.

9. Retention of an appropriate technical consultant, by the city, at the applicant's expense to verify the need for any requested administration variance.

10. Such other information as the director may reasonably require.

D. Development and Operational Standards. Regardless of the zoning district in which Wireless Telecommunications Facilities are proposed to be located, the following development and operational standard shall be met:

1. Sufficient entry-deterrent measures shall

be incorporated into the facility design, if needed, to reduce the potential for trespass and injury.

2. Mobile or immobile equipment not used in direct support of a Wireless Telecommunications Facility shall not be stored on the site of a Wireless Telecommunications Facility, unless repairs to the facility are being made.

3. The use of any portion of a Wireless Telecommunications Facility for signs or advertising purposes is prohibited, unless it is part of the camouflage design or primary structure upon which the Wireless Telecommunications Facility is affixed.

4. Accessory facilities, (i.e., vaults, equipment rooms, utilities and equipment enclosures) shall be constructed out of non-reflective materials (visible exterior surfaces only) or shall be placed in underground vaults if feasible.

5. Ground-mounted accessory facilities which can not be practically placed in underground vaults, such as security lighting or screening walls, shall be no taller than six feet in height unless approved otherwise by the decision making authority and shall be designed to be compatible with a structure or facility typically found in the area and zone where it is located. Existing vegetation removed by construction of support utilities shall be replaced.

E. Additional Standards. Wireless Telecommunications Facilities Major shall incorporate the following design elements to the greatest extent possible:

1. The height shall be the minimum necessary without compromising reasonable reception or transmission.

2. The design, finish, colors and texture shall be non-reflective and blend with the surrounding natural and/or man-made environment.

3. Screening of the facility by existing and/or proposed structures and landscaping to the extent possible without unduly compromising reception when not of a camouflage design.

4. Fencing, landscaping, and other screening shall be integrated and compatible with surrounding improvements.

5. If it is necessary, painted components shall be repainted with “flat” (non-gloss) paint to maintain continuous coverage at all times. The color selected shall be one that will minimize the visual impact to the greatest extent feasible. Facilities that will be primarily viewed against soils, trees grasslands or sky shall be painted or repainted colors matching these landscapes during the predominant season.

6. All utilities servicing the facilities shall be placed underground unless existing overhead lines currently servicing the site will be used to service the facilities.

F. Location. Wireless Telecommunications Facilities shall be located so as to minimize their visibility and the number of separate, individual, distinct facilities required. Unless specified otherwise as part of a required permit, all of the following standards shall be followed in the siting of Wireless Telecommunications Facilities.

1. Wireless Telecommunications Facilities shall be located on a site in such a manner that it does not occupy or displace the minimum required parking spaces or minimum required landscape areas.

2. Wireless Telecommunications Facilities shall be installed so that they are not visible from any Scenic Drive or Scenic Approach as identified in the community design element of the comprehensive plan unless sufficiently screened or camouflaged.

3. Wireless Telecommunications Facilities and their appurtenances shall not be situated between the primary building on the parcel and any public or private street adjoining the parcel unless sufficiently screened or camouflaged.

4. Wireless Telecommunications Facilities located in hillside areas of high visibility

shall be sited below the ridgeline or otherwise designed to mitigate their impact on the ridgeline profile and are sufficiently screened or camouflaged.

5. Wireless Telecommunications Facilities shall not be installed on an exposed ridgeline, in or at a location readily visible from Highway 101 or Highway 33, a public trail, public park or other outdoor recreation area unless it is placed underground, depressed, or located behind earth berms or blends with the surrounding existing natural and manmade environment in such a manner as to be camouflaged.

6. Wireless Telecommunications Facilities shall not be installed at a location where special painting or lighting will be required by the FAA regulations, unless technical evidence acceptable to the decision-making authority, is submitted showing that this is the only technically feasible location for this facility.

G. Co-Location. To the extent feasible, Wireless Telecommunications Facilities shall be designed to promote site sharing and co-location. Accordingly, Wireless Telecommunications Facilities shall comply with the following standards.

1. Accessory facilities, including but not limited to, poles, towers, parking areas, access roads, utilities and equipment buildings shall be shared by the site users.

2. The facility shall make available unutilized or underutilized space for co-location of other Wireless Telecommunications Facilities, including space for those entities providing similar, competing services.

3. All new Wireless Telecommunications Facilities Major shall be designed to accommodate co-location.

4. Application permits required for Wireless Telecommunications Facilities Major shall include the following in addition to the information as applicable:

a. Documentation identifying the total capacity of the structure, including the number and types of antennae that can be accommodated over the life of the project; and,

b. A written statement of willingness to lease space on the proposed support structure to other users or a written explanation why the subject facility is not a candidate for co-location.

H. Height. Wireless Telecommunications Facilities Major and freestanding Wireless Telecommunications Facilities Minor shall be limited to the maximum height allowed by the underlying zone in which the facility is to be located. Wireless Telecommunications Facilities Mini or Minor located on or attached to a building or structure shall be subject to the following height restrictions:

1. The height shall not exceed that building's height limit as determined by this plan.

2. The height shall not exceed the height of the building or structure that is legally non-conforming to height.

3. Notwithstanding any provision of this section, if the height of any Wireless Telecommunications Facilities Mini or Minor exceeds the overall height limitations of the zone district within which it is sited, or exceeds the legally non-conforming height, that facility shall require approval of a Warrant.

I. Setbacks. Building-mounted Wireless Telecommunications Facilities Mini shall meet the existing legal or legally non-conforming setbacks of the structure or building to which they are attached. Freestanding Wireless Telecommunications Facilities: Minor and Wireless Telecommunications Facilities Major shall be limited to the same setbacks as those required by the underlying zone in which the facility is to be located.

J. Lighting. Exterior lighting for Wireless Telecommunications Facilities shall be limited to the following:

1. A manually-operated or motion-detector controlled light above any accessory struc-

ture which shall be kept off except when personnel are actually present at night.

2. The minimum tower lighting required by FAA regulations.

3. Lighting shall be shielded or directed to the greatest extent possible in such a manner as to minimize the amount of light that falls onto nearby properties, particularly residences.

4. Requirements of paragraphs one or three above may be waived by the decision making authority if the Wireless Telecommunications Facilities is designed as a light pole. In such instance, lighting intensity, direction, and shielding shall be the same as other pole-mounted lights in the vicinity, the design of which has been duplicated for construction of the Wireless Telecommunications Facilities

K. Screening. All ground-mounted Wireless Telecommunications Facilities shall be installed in such a manner to maintain and enhance existing vegetation and shall include additional suitable landscaping to screen the facility to the extent feasible. To that end, the following shall apply to all ground-mounted Wireless Telecommunications Facilities:

1. All areas disturbed during project construction, other than the access travelway and parking shall be revegetated with plants compatible with the surrounding area.

2. Landscaping shall be required to screen new access grading from public viewpoints.

L. Noise. All Wireless Telecommunications Facilities shall be constructed and operated in such a manner as to minimize the amount of disruption caused to nearby residents, businesses and users of nearby recreational areas such as public parks and trails. Operation of backup generators and batteries shall be limited to power outages or testing and maintenance purposes only.

M. Findings. In addition to the findings required for approval of a director's permit, use permit, planned development permit or design review approval, prior to approval of a Wireless Telecommunications Facility, the decision-making authority shall make the following additional findings:

1. The proposed site results in fewer or less severe impacts than any alternative sites that have been considered;

2. Special design considerations have been incorporated into or applied to the Wireless Telecommunications Facilities to ensure that the facility will not result in an adverse visual impact to the surrounding properties or public views;

3. The proposed Wireless Telecommunications Facilities will be substantially screened from the view of surrounding properties and public view or will otherwise be substantially camouflaged; and

4. All applicable development standards for Wireless Telecommunications Facilities have been met, or an administrative variance has been granted.

N. Warrants. Exceptions to dimensional requirements specified within this chapter, as limited through section 7.10.080.F, may be granted through issuance of an administrative variance

O. Existing Telecommunication Facilities. All Wireless Telecommunications Facilities legally operating on the effective date of this chapter, but not complying with the provisions of this chapter, shall be allowed to continue their present usage as a legal non-conforming use and structure and shall be treated as a legal non-conforming use and structure in accordance with the Nonconformity Regulations of this plan. A Wireless Telecommunications Facilities that has received approval from the city in the form of either a building permit or discretionary permit, but has not yet been constructed or placed in operation prior to the effective date of this chapter, shall be considered an existing Wireless Telecommunications Facilities so long as such approval is current and has not expired. New

construction, other than routine maintenance to an existing Wireless Telecommunications Facilities, shall comply with the requirements of this chapter.

P. Abandonment. If, after becoming operational, a Wireless Telecommunications Facility has been out of use for 12 continuous months, the facility and all appurtenant structures shall be deemed abandoned. If the director determines that the facility has been abandoned, the applicant may be required to remove all equipment from the premises within 60 calendar days of receipt of written notice from the city to abate and restore the site to its original pre-construction condition. If such facilities are not removed within 60 days, the city may remove the facility at the last operator's expense. For facilities located on city property, this removal requirement shall be incorporated within the terms of the lease.

Q. Nonexclusive Grant. No approval granted under this chapter is intended to confer, or shall be construed to confer, any right, privilege, license or franchise to occupy or use the public rights-of-way of the city for delivery of telecommunication services or for any other purposes.

7.90.000 ANIMALS

A. Domestic animals. Domestic animals, as defined in Chapter 24.110 of the Municipal Code, are permitted in all downtown zones, provided that, no more than four adult animals over the age of four months are permitted per dwelling unit or establishment and, further provided that, no more than three adult dogs shall be permitted per dwelling unit or establishment.

B. Livestock animals. Livestock animals, as defined in Chapter 24.110 of the Municipal Code, are not permitted in any of the downtown zones.

C. Wild animals. Wild animals, as defined in Chapter 24.110 of the Municipal Code, are not permitted in any of the downtown zones.

ARTICLE VIII. ADMINISTRATION

8.10.010 AUTHORITY FOR THE DEVELOPMENT CODE

This Development Code 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.).

8.10.020 RESPONSIBILITY FOR ADMINISTRATION

This Development Code shall be administered by: the San Buenaventura City Council, hereafter referred to as the “Council”; the Planning Commission, referred to as the “Commission”; the Design Review Committee, hereafter “DRC”; the Historic Preservation Committee, referred to as “HPC”; the Community Development Director, referred to as the “Director”; and the Community Development Department, hereafter referred to as the “Department” as specified by the provisions of this Development Code.

8.10.030 APPLICABILITY OF THE DEVELOPMENT CODE

This Development Code applies to all land uses, subdivisions, and development within the City of San Buenaventura Downtown Specific Plan area, as follows.

A. New land uses or structures, changes to land uses or structures. It shall be unlawful, and a violation of this Development 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 Development Code.

B. Subdivisions. Any subdivision of land proposed within the City after the effective date of this Development Code shall enable development of structures consistent with evaluation standards relating to Urban Standards and Building Type; including, where applicable, those relating to Mixed Type Development Standards. A subdivision application shall contain, to the Director’s satisfaction, sufficient plans and information to demonstrate existing and/or future development upon newly created lots may feasibly conform to the Development Code.

C. Minimum requirements. The provisions of this Development Code

shall be minimum requirements for the promotion of the public health, safety, and general welfare. When this Development Code provides for authority on the part of a City official or body, that discretion may be exercised to impose more stringent requirements than set forth in this Development Code, as may be determined by the applicable review authority to be necessary to promote orderly land use and development, environmental resource protection, and the other purposes of this Development Code.

D. Conflicting Requirements

1. Development Code and Municipal Code provisions. If a conflict occurs between requirements of this Development Code, or between this Development Code and the City of San Buenaventura Municipal Code or other regulations of the City, the most restrictive shall apply.
2. Development Agreements. If conflicts occur between the requirements of this Development Code and standards adopted as part of any development agreement, the requirements of the development agreement shall apply.
3. Private Agreements. This Development 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.

E. Other requirements may apply. Nothing in this Development 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.

8.10.040 APPROVAL REQUIREMENTS

Each structure and land use shall be established, constructed, reconstructed, enlarged, altered, moved or replaced in compliance with the following requirements, as summarized in Table III-4:

A. 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.

B. Permit and approval requirements. Any and all planning permits or other approvals required by this Development 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, unless the proposed use is listed as exempted below.

C. Development standards, conditions of approval. Each land use and structure shall comply with the development standards of Article II (Urban Standards), Article III (Building Type) and Article VII (Other Standards) and any applicable conditions imposed by a previously granted planning permit.

D. 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 Subdivision Ordinance.

E. New nonresidential land use in an existing building or on developed site. A land use identified by Article II (Urban Standards) as a "P" (Permitted) use, that is proposed on a site where no construction requiring a Building Permit will occur, shall require a Zoning Clearance as provided for below to ensure that the site complies with all applicable standards of this Development Code, including parking, landscaping, signs, trash enclosures, etc. Zoning Clearance shall not be granted and the proposed land use shall not be established unless the site and existing improvements comply with all applicable requirements of this Development Code, except as provided by the Nonconformity Regulations of Section 7.10.060. No Zoning Clearance may be

Table III-2. Summary of Approval Requirements

Type of Decision	Development Code Reference (Municipal Code)	Role of Review Authority[1]				
		Director	HPC	DRC	PC	City Council
Administrative and Legislative						
Interpretation	8.10.070	D			A	A
Development Agreement	(24.550)	R			R	D
Specific Plan Amendment	(24.555)	R			R	D
Zoning Change/Map Amendment	(24.540)		Initiate[2]		R	D
Development Code Amendment		R			R	D
Planning Permit/Development Approval						
Zoning Clearance	8.10.040.F	D			A	A
Director's Permit	(24.505)	D			A	A
Planned Development Permit	(24.525)	R		R	D	A
Uses Permitted by Right (P)	8.10.040.F	D		R[3]	A	A
Use Permit (U)	(24.520)	R			D	A
Administrative Coastal Development Permit[6]	(24.515)	D		R	A	A
Coastal Development Permit (CDP)	(24.515)			R	D	A
Warrant	8.10.050	D			A	A
Exception	8.10.050	R			D	A
Design Review for Non-historic Resources						
All new development in zones T5.1 and T6.1	5.10.020	R		D	A	A
All building types excluding Front Yard, Side Yard and Carriage Houses	5.10.020	R		D		
Additions and exterior changes to all structures providing non-residential use, except for structures with over 3 dwelling units, built prior to adoption of this Plan	5.10.020	R		D	A	A
Design Review for Historic Resources[4]						
Designation of a Historic Landmark, point of interest (POI) or District	(2.430)	R	R			D
Demolition of a Historic Resource	(2.430)	R	D		A	A
Exterior additions or alterations to a Historic Resource	8.10.040	R	D		A	A
New construction on property containing a Historic Resource	8.10.040	R	D	R	A	A
New construction on property contiguous to a Historic Resource	8.10.040	R	R	D	A	A
New residential construction of four units or fewer in Historic District Overlay Zones	(24.545)	R	D		A	A
Flood Plain Overlay Zone Permit	(24.530)	D			A	A
Sign Permit	(24.420)	D[5]		A	A	A
Access and Open Space Review	8.10.040.L	D[5]		A	A	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.
2. A proposed zone change may be initiated by the Planning commission or City council, or by application pursuant to section 24.500.030. A zone change to establish a Historic District Overlay Zone, or amend the boundaries thereof, may be initiated by the Historic Preservation Committee.
3. Uses Permitted by Right ("P") may require Zoning Clearance if no Building Permit is required, and a Director's Permit if Design Review is required pursuant to any regulations within this Development Code.
4. Ordinary repair and replacement of Historic Resources does not require Design Review. See Definition of Historic Resource in Article IX. Glossary.
5. The Director may defer action and refer the request to the Design Review Committee so that the Committee may instead make the decision.
6. In the case of a Warrant or Exception request.

Review Authorities Defined:

Director=Community Development Director HPC=Historic Preservation Committee DRC=Design Review Committee PC=Planning Commission

issued if the request in question is located on the same site where there are existing violations of this plan, including, without limitation, violations of the terms of a discretionary permit or approval relating to the site. Zoning clearances shall expire 180 days after issuance, unless otherwise indicated on the clearance or unless the use of land or structures or building construction has commenced and is being diligently pursued.

F. Design review. Major Design Review, according to the procedural requirements of Zoning Regulations Chapter (Sec. 24.545) shall be required for the following:

1. All new development located within the T5.1 Neighborhood Center and T6.1 Urban Core zones.
2. All Buildings Types excluding Front Yard House, Sideyard House and Carriage House.
3. Additions and exterior changes to all structures providing for non-residential uses and all structures with over three dwelling units existing prior to adoption of the 2006 Downtown Specific Plan.
4. All new development on a lot containing a Historic Resource shall require Major Design Review by the Historic Preservation Committee for compliance with this plan's Historic Resource Design Guidelines and the Secretary of the Interior's Standards and Guidelines for the Treatement of Historic Properties.
5. All new development contiguous to a lot containing a Historic Resource shall require Major Design Review by the Design Review Committee (DRC) for compliance with the Development Code and the Historic Preservation Committee (HPC) for compliance with this plan's Historic Resources Guidelines and Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties.

G. Use permit. A land use identified by Article II (Urban Standards) as a "U" (Use Permit) use, shall require a Use Permit. Zoning Regulations Chapter 24.520 (Use Permit Procedure) specifies the Use Permit processing procedure.

H. Director's Permit. Uses or activities of the Development Code requiring Director's Permit approval shall be processed according to the requirements of Zoning Regulations Chapter 24.505 (Director's Permit Procedure).

I. Floodplain overlay zone permit. Flood Plain Overlay Zone development permits are required for development or redevelopment within any area of the Coastal Zone identified on the Official Flood Plain Overlay Zone Map as being within the Flood Plain Overlay Zone. Zoning Regulations Chapter 24.530 (Floodplain Overlay Zone Development Permit Procedure) specifies the Floodplain Overlay Zone Development Permit processing procedure.

J. Residential condominium conversions. In order to regulate development in a manner that provides a variety of housing types and neighborhoods for residents, both renters and owners, the provisions of Zoning Regulations Chapter 24.425 (Residential Condominium Conversion Regulations) shall apply to all proposed residential condominium conversion projects located within the plan area.

K. Access and open space review. Prior to issuance of building permits, site plans and floor plans may be reviewed by the Director to determine that building type access and open space requirements will be met. This review shall preclude or lessen the possibility that dwellings without compliant access and sufficient open space, including sufficient off-street parking space(s), might be installed during or after construction. During building access and open space review process, additional changes may be required in the placement of exterior doors, windows, stairways, hallways, utility connections, or other fixtures or architectural features when determined by the Director to be necessary or desirable to preclude or lessen the likelihood of unlawful dwelling unit creations in the future.

L. Consumer recycling collection. Consumer recycling collection is permitted in any zone and shall be located on a site whereby 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.

M. Historic Resource review. The following review and permit procedures pertain to projects potentially effecting a Historic Resource.

1. All new development on a lot containing a Historic Resource shall undergo Design Review by the Historic Preservation Committee (HPC) for compliance with the Historic Resource Design Guidelines of Article V and the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties.

2. All new development contiguous to a lot containing a Historic Resource shall undergo Design Review by the Design Review Committee (DRC) for compliance with the Development Code and the Historic Preservation Committee (HPC) for compliance with the Historic Resource Design Guidelines of Article V and the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties.

3. Prior to completion of the Historic Resources Survey identified in Action 1.1 of this Plan, all new development in Downtown shall be evaluated on an interim basis as follows:

   a. Applications for all development proposals involving structures over 40 years in age shall include a CEQA-based historic, technical assessment (or "Phase I") prepared by a City-designated historic professional.

   b. The Community Development Director may request additional documentation via a Phase II study.

   c. Community Development Department staff shall evaluate the Phase I and/or Phase II to determine whether the application involves a Historic Resource.

   d. If the Community Development Department Director determines a Historic Resource is present, but not formally designated as a landmark, the development proposal shall be reviewed by the Historic Preservation Committee (HPC) for compliance with the Historic Resource Design Guidelines of Article V and the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties.

   e. If the Community Development Department Director determines a Historic Resource is ***not*** present, the development proposal shall be reviewed pursuant to the standards in Articles II-IV.

4. Prior to completion of the Historic Resources Survey identified in Action 1.1 of this Plan, all requests to demolish a structure over 40 years of age shall be evaluated as follows:

   a. The Demolition permit application shall include a Phase I survey. The Community Development Director or Building Official may request additional documentation via a Phase II study.

   b. Community Development Department staff shall evaluate the Phase I and/or Phase II study to determine whether the application involves a Historic Resource.

   c. If the Community Development Department Director determines that a potential Historic Resource would be in part or wholly, demolished, an Initial Study shall be prepared.

   d. The Historic Preservation Committee (HPC) shall review the resulting environmental document and demolition permit application. The HPC may approve, conditionally approve, or deny the demolition permit application depending upon its ability to cause a significant environmental impact relative to the Historic Resource.

N. Other review procedures. The following procedural requirements of the Zoning Regulations and State law shall also apply within

the plan area:

1. Alcoholic Beverage Establishments (24.460)
2. Parking Approval Procedure (24.510)
3. Redevelopment Project and Affordable Housing Program (24R.520)
4. Development Agreement Procedure (24.550)
5. Specific Plan Procedure (24.555)
6. Notice and Hearing Requirements (24.560)
7. Appeal Procedure (24.565)
8. Permit Amendment, Revocation and Re-evaluation Procedure (24.570)
9. Enforcement Procedure (24.580)
10. Subdivision Regulations (Municipal Code Division 26)
11. State Density Bonus Law

8.10.050 VARIANCES: WARRANTS AND EXCEPTIONS

There shall be two levels of deviation from the evaluation standards of the Downtown Specific Plan: Warrants and Exceptions.

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

1. Warrant.

a. A Warrant is a deviation that would permit a practice that is not consistent with a specific provision of this plan, but is justified by its ability to fulfill this plan's intent while not compromising its goals, policies and actions.

b. Any Building Type performance standard with the notation "[W]" indicates a mandatory requirement unless Warrant approval is obtained.

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

i. Building Placement: Architectural Encroachments

ii. Building Profile and Frontage: Height, exclusive of the Hillside Overlay

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

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

e. Warrants are discouraged but may be permissible when they fulfill the plan's goals, policies and actions.

f. Warrants are required for all remodels, additions and alterations to designated historic resources not consistent with the Development Code.

g. Warrants may be obtained for approval of Civic Buildings that do not conform to the Urban Standards (Article II).

2. Exceptions

a. An Exception is a deviation that would permit a practice that is not consistent with a specific provision of this plan that is critical to the furtherance of its goals, policies and actions.

b. Any Building Type performance standard with the notation "[E]" indicates a mandatory requirement unless Exception approval is obtained.

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

i. Building Placement: Primary

Buildings

ii. Building Placement: Accessory Buildings as it relates to Accessory Buildings only and not Carriage Houses.

iii. Hillside Overlay: Building Profile and Frontage

iv. Parking: Parking Placement

v. Parking: Parking Requirements

d. Exceptions are subject to Planning Commission review and action.

e. Exceptions are strongly discouraged since they severely compromise the ability to fulfill the plan's goals, policies and actions.

3. Design Review

a. 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.

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

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

2. All Development Code standards relating to Carriage Houses.

3. Land use or activity on a particular site which is not otherwise allowed.

4. Home Occupations.

C. Submittal Requirements. Each Warrant or Exception application shall include, at a minimum, the following;

1. A statement of the evaluation standard or standards that are the subject of the proposed Warrant or Exception;

2. A textual description of the manner in which the applicant proposes to deviate from such evaluation standard or standards;

3. 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 the development projects relationship to the surrounding context;

4. A justification for the proposed variance in light of the requirements set forth above; and

5. Such other information as may be required by the Director, DRC, HPC, Commission or Council.

D. 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.

E. Findings. In order to approve a Warrant or Exception, the review authority must make findings as follows:

1. All warrants:

a. The Warrant, while not consistent with a specific provision of this Code, is justified by its intent or by hardship.

b. The Warrant would result in development compatible with the scale and character of existing development in the vicinity.

c. The Warrant would result in development that is not detrimental to or that would adversely impact adjacent properties.

2. Warrants in the Hillside Overlay, exclusive of Height, in addition to (1) a, b, and c, above: evaluating the proposed project in light of reasonable use and development of

the property on which the proposed structure or expansion is to occur, the project authorized by the Warrant will not unreasonably or unnecessarily interfere with the scenic view from any other public or private property; including, but not limited to, public streets and other public areas.

3. Warrants for remodels, additions and alterations to historic resources in addition to (1) a, b, and c, above: For remodels, additions and alterations to historic resources not consistent with the Development Code, said proposal results in development that, first and foremost, preserves those portions or features which convey the building's historical, cultural or architectural values, and secondarily, adherence to the Development Code's intent as reflected by the Purpose and Applicability Statements of Sections 1.10.010, 10.10.020 and 2.10.010.
4. Warrants for Civic Buildings in addition to (1) a, b, and c, above: The Civic Building provides a public service dedicated to arts, culture, education, recreation, government, transit and/or public parking and is uniquely designed to feature as a prominent, architecturally significant contribution to the built environment such that exemption from the provisions of Article II is warranted.
5. Exceptions
    a. The parcel of property has physical characteristics so unusual that complying with the evaluation standard would create an exceptional hardship to the applicant or the surrounding property owners. The characteristics must be unique to the property and not be shared by adjacent parcels. The unique characteristic must pertain to the land itself, not to the existing or proposed structure, its inhabitants, or the property owners.
    b. For Exception requests in the Hillside Overlay, evaluating the proposed project in light of reasonable use and development of the property on which the proposed structure or expansion is to occur, the project authorized by the exception will not unreasonably or unnecessarily interfere with the scenic view from any other public or private property; including, but not limited to, public streets and other public areas.

F. Conditions of approval. In approving a Warrant or Exception, the review authority:

1. May impose any reasonable conditions to ensure that the approval complies with the findings required above.

8.10.060 EXEMPTIONS FROM PLANNING PERMIT REQUIREMENTS

The planning permit requirements of this Development Code do not apply to the structures, land uses, and activities identified by this Section. These are allowed in all planning areas subject to compliance with this Section.

A. General requirements for exemption. The land uses, structures, and activities identified by Subsection B. below are exempt from the planning permit requirements of this Development Code only when:

1. The new use, activity or structure associated with the Carriage House, Front Yard House and Side Yard House that are established and operated in compliance with the setback requirements, height limits, and all other applicable standards of Article II (Urban Standards), Article III, (Building Type), and, where applicable, those relating to Nonconformity Regulations; and
2. Any permit or approval required by City regulations other than this Development Code is obtained (for example, a Building Permit).

B. Exempt activities and land uses. The following are exempt from the land use permit requirements of this Development Code when in compliance with Subsection A. above.

1. Decks, paths and driveways. Decks, plat-

forms, on-site paths, and driveways that are not required to have a Building Permit or Grading Permit.

2. Fences and walls in compliance with height and location requirements in the T4.1 Urban General 1, T4.2 Urban General 2 and T4.3 Urban General 3 zones.

3. Interior remodeling. Interior alterations that do not increase the gross floor area of the structure, or change the permitted use of the structure.

4. Repairs and maintenance.

    a. Single-family dwellings. Ordinary non-structural repairs to, and maintenance of, single-family dwellings.

    b. Multi-family, and non-residential structures. Ordinary non-structural repairs to, and maintenance of multi-family residential and non-residential structures, if:

        i. 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

        ii. Any exterior repairs employing the same materials and design as the original construction.

5. 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 T4.1 Urban General 1, T4.2 Urban General 2, T4.3 Urban General 3, T4.4 Thompson Corridor, and T5.1 Figueroa Frontage zone 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 II (Urban Standards), where allowed by the applicable zoning district.

6. Spas, hot tubs, and fish ponds. Portable spas, hot tubs, and 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 two feet in depth.

7. 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, hydrants, etc., but not including new transmission lines and structures. Satellite and wireless communications antennas are not exempt, and are instead subject to Article II (Urban Standards) and Zoning Regulations Chapter 24.497 (Telecommunications Facilities).

8.10.070 RULES OF INTERPRETATION

A. Authority. The Director has the authority to interpret any provision of this Development Code. Whenever the Director determines that the meaning or applicability of any Development Code requirement is subject to interpretation, the Director may issue an official interpretation. The Director may also refer any issue of interpretation to the Commission for their determination.

B. Rules of interpretation.

    1. Language. When used in this Development 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 . . .”

2. Time limits. Whenever a number of days is specified in this Development Code, or in any permit, condition of approval, or notice provided in compliance with this Development 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.

3. State law requirements. Where this Development 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.

4. Corner Lots. The Director shall have the autority, when reviewing an application concerning a corner lot, to determine the Street Setback and Side Street Setback where the distance differ within a particular zone.

C. Procedure for interpretations. Whenever the Director determines that the meaning or applicability of any requirement of this Development Code is subject to interpretation generally, or as applied to a specific case, the Director may issue an official interpretation. The Director may also forward any interpretation of the meaning or applicability of any provision of this Development Code directly to the Commission for a determination at a public meeting.

1. 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 General Plan, and any applicable Specific Plan.

2. Record of interpretations. Official interpretations shall be:

a. Written, and shall quote the provisions of this Development Code being interpreted, and the applicability in the particular or general circumstances that caused the need for interpretations, and the determination; and

b. Distributed to the Council, Commission, Director, City Manager, City Attorney, City Clerk, and Department staff.

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

3. Appeals. Any interpretation of this Development Code may be appealed to the Planning Commission in compliance with Zoning Regulations Chapter 24.565 (Appeal Procedure).

ARTICLE IX. GLOSSARY

9.10.010 GLOSSARY OF TERMS

The terms in this Article are defined for purposes of the Development Code. Definitions in Chapter 24 of the Municipal Code are applicable.

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.

Alcove: A recessed space within a Shopfront frontage where the façade is aligned with the frontage line thereby creating a covered functional space.

Allee: A regularly spaced and aligned row of trees usually planted along a thoroughfare or pedestrian path.

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

Attic: 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.

Auto Repair: Repair of automobiles and the sale, installation, and servicing of automobile equipment and parts, but excluding system repairs conducted as an incidental use in conjunction with a automotive sales and retail business, including equipment rentals, sales or services. Typical uses include muffler shops, tire shops, automotive detailing, tune-up shops, automobile repair garages, vehicle stereo installation and automobile glass shops

Average Natural Grade: The average elevation of the surface of the ground comprising a site as determined by a survey taken from five equally-spaced points along each setback line.

Bar/Nightclub: Establishment providing entertainment such as live music and dancing on-site alcohol consumption, but not adult entertainment. The sale of alcoholic beverages is separately regulated by Zoning Regulations Chapter 24.460 (Alcoholic Beverage Establishments - Use Permit). Entertainment is also separately regulated by Zoning Regulations Chapter 10.450 (Dance Halls.)

Bed/Breakfast: Establishment providing temporary lodging typically of three to five individual rooms or suites in a single family dwelling unit for temporary rental to members of the public and which may include incidental food, drink and services intended for the convenience of guests.

Bicycle Lane: A dedicated bicycle lane running within a moderate-speed vehicular thoroughfare, demarcated by striping.

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

Bicycle Trail: A bicycle way running independently of a high-speed vehicular thoroughfare.

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

Block Face: The aggregate of all the building facades on one side of a block. The Block Face provides the context for establishing architectural harmony.

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.

ARTICLE IX. GLOSSARY

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 Configuration: The form of a building, based on its massing, private frontage and height.

Building Disposition: The placement of a building on its lot.

Building Function: The uses accommodated by a building and its lot. Building functions (i.e., uses) are categorized by *Table III-1. Land Use and Permit Requirements* in Article II (page III-8) and are either permitted by right or via use permit.

Building Height: The vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads and similar structures. Building Height shall be measured from the average grade of the enfronting thoroughfare, except in the Hillside Overlay (see Section 2.50.030).

Building Type: A structure category commonly determined by function, disposition on the lot, and configuration, including frontage and height but specifically defined by Article III.

Carriage House: A separate, attached or detached, complete housekeeping unit with kitchen, sleeping and full bathroom facilities, located in the same lot as a Primary Building but subordinate in size.

Civic: A use operated by a public agency or non-profit organization for the primary purpose of providing a service to the general public. Such uses are dedicated to, by way of example but without limitation, arts, culture, education, recreation, government, transit and municipal/public parking.

Civic Building: 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: The term collectively defining workplace, office and retail functions.

Common Destination: An area of focused community activity defining the approximate center of a Pedestrian Shed. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a Commercial center, or transit stop. A Common Destination may act as the social center of a Neighborhood.

Community Meeting: Consisting 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. Additional typical uses include those providing live or recorded events or performances, or other activities intended for spectators that are conducted within an enclosed building such as motion picture theatres, music performance halls, and sports arenas.

Context: Surroundings, including a combination of architectural, natural and civic elements that define specific neighborhood or block character.

Corner Store: A commercial land uses that may, upon authorization of a Use Permit, be located within buildings on a corner lot in the T4.1, T4.2 and T4.3 zones. Typical uses include Personal Services, Retail, Restaurant and Office. Since the Corner Store land use type is located in zones primarily intended for residential use, a Use Permit is necessary to ensure compatibility with nearby dwellings. Corner Store design variables include, but are not limited to, floor area, hours of operation, outdoor lighting, outdoor maintenance and outdoor seating limited by the Use Permit.

Corridor: A linear geographic system incorporating transportation and/or greenway trajectories. A transportation corridor may be a linear urban Transect Zone.

Day Care: Day care centers as defined by the Health and Safety Code, and the day care and supervision of more than 12 children under 18 years of age for periods of less than 24 hours per day.

Density: The number of dwelling units within a standard measure of land area, usually given as units per acre.

Design Speed: Is the velocity at which a thoroughfare tends to be driven without the constraints of signage or enforcement. There are three ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired design speed.

Driveway: A vehicular lane within a lot, usually leading to a garage.

Dwelling Unit: Any building or portion thereof that contains living facilities including all of the following: provisions for sleeping, a kitchen, and sanitation for not more than one family.

Elevation: An exterior wall of a building not along a Street Build-to Line or Side Street Build-to Line.

Emergency Shelters: Housing with minimal supportive services for homeless persons and limites the occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay. This use type does not include Residential Care or Group Care.

Enfront: To place an element along a frontage line, as in “porches enfront the street.”

Entrance, Principal: The main point of pedestrian access into a building.

Facade: The exterior wall of a building that is set along a Street Build-to Line or Side Street Build-to Line.

Farmers’ Market, Certified: Indoor and outdoor sales of fresh produce and other artisan prepared food goods typically in a multiple vendor format in a designated area where on designated days and times, growers and producers may sell directly to the public from open, semi-open or within built facilities in accordance with the State or County Agricultural Commission under California Code of Regulations Title 3, Chapter 3, Article 6.5.

Flat(s): Dwelling unit that consists of a single-floor level.

Flex space: Ground level floor area that is structurally built to accommodate both residential and non-residential uses; such as that in a Live-work building.

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 instruction and diagrammatic examples of permitted Frontage Types are provided in Article IV, beginning on page III-63.

Gas Station: Retail sale, from the premises, of vehicle fuel which may include the incidental sale of other petroleum products, tires, batteries, and replacement items, and the incidental provision of minor repairs and lubricating services. Typical uses

include automobile service stations and filling stations and special oil change and lube shops.

Health/Fitness: Establishments offering predominately participant sports within an enclosed building. Typical uses include bowling alleys, billiard parlors, pool halls, indoor ice or roller skating rinks, indoor racquetball courts, indoor batting cages and health or fitness clubs.

Historic Resource: A building, site or feature that is a local, state, or national historic landmark, or anything that is determined to be a Historic Resource under CEQA.

Historic Resource, Potential: A building, site or feature that, regardless of whether it has been surveyed or not, may qualify for designation as a local, state or national historic landmark.

Home Occupation: An occupation conducted at a premises containing a dwelling unit as an incidental use by the occupant of that dwelling unit.

Inside Turning Radius: The curved edge of a thoroughfare at an intersection, measured at the inside edge of the 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.

Light Industrial: A use including the manufacture, predominantly from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment, and packaging of such products and incidental storage and distribution of such products or parts, but excluding basic industrial processing classified under the "General Industrial" use type in the Zoning Ordinance (Section 24.115.3210). Typical uses include apparel manufacturing, machine shops, and furniture manufacturing.

Liner Building: A building designed to mask a parking lot or a parking garage from a frontage. A Liner Building, if less than 30 feet deep and two (2) stories high, shall be exempt from Urban Standard C. Parking Requirements.

Lodging: Establishments providing two (2) or more housekeeping units od six (6) or more rooms or suites for temporary rental to members of the public and which may include incidental food, drink and other sales and services intended for the convenience of guests. Typical uses include hotels, motels and timeshare facilities.

Loft: Dwelling unit that contains the volume of two stories but where the second floor typically consists of less floor area than the first; as in a mezzanine.

Lot Line: The boundary that legally and geometrically demarcates a lot.

Lot Width: The length of the principal frontage lot line.

Medical/Dental: Establishment providing medical, psychiatric, surgical, dental or other health-related services. This includes 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 but excluding licensed health facilities, as defined in Health and Safety Code Section 1250, except as provided in Health and Safety Code Section 1267.8.

Multi-Family: The use of a site for two or more dwellings within one or more buildings and includes, without limitation, "Residential Condominiums" as defined in the Zoning Ordinance (Section 24.115.270).

Neighborhood: An urbanized area at least 40 acres that is primarily Residential. A Neighborhood shall be based upon a partial or entire Standard Pedestrian Shed. The physical center of the Neighborhood should be located at an important traffic intersection associated with a Civic or Commercial institution.

Office: Consisting of offices of firms or organizations that primarily provide 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/Dental. 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.

Parking Structure: A building containing two (2) or more stories of parking. Parking Structures shall have Liner Buildings at the first story, continuing higher as applicable. Public Parking Structures are Civic Buildings.

Parks and Open Space: Publicly owned and operated parks, playgrounds and open space.

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.

Paseo: A pedestrian passage or walkway, covered or uncovered.

Path: A pedestrian way traversing a park or rural area, with landscape matching the contiguous open space. Paths should connect directly with the sidewalk network.

Pedestrian Shed: An area, approximately circular, that is centered on a Common Destination. A Pedestrian Shed is applied to determine the approximate size of a Neighborhood. The outline of the shed must be refined according to actual site conditions, particularly along Thoroughfares. The Common Destination should have the present or future capacity to accommodate a T5 or T6 Transect Zone. See also Linear, Long, and/or Standard Pedestrian Shed.

Pedestrian Shed, Linear: A Pedestrian Shed that is elongated along an important Commercial corridor such as a main street. The resulting shed is shaped like a lozenge. (Sometimes called an Elongated Pedestrian Shed.)

Pedestrian Shed, Long: A Pedestrian Shed of 1/2 mile radius used for mapping community types when a transit stop (bus or rail) is present or proposed as the Common Destination.

Pedestrian Shed, Standard: A Pedestrian Shed of 1/4 mile radius, or 1320 feet, about the distance of a five-minute walk at a leisurely pace. (Sometimes called a “walkshed” or “walkable catchment.”)

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

Personal Services: 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 Office and Trade School.

Personal Services: Restricted Restricted use type consists of establishments that due to their nature may have a blighting and/or deteriorating effect upon surrounding areas and which may need to be dispersed to mitigate their adverse impact. Examples of these use types include tattoo and body piercing services.

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

Private Frontage: The privately held layer between the frontage line and the primary building facade. The structures and landscaping within the Private Frontage may be held to specific standards. The variables of Private Frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches and galleries.

Public Frontage: The area between the curb of the

vehicular lanes and the Frontage Line. Physical elements of the Public Frontage include the type of curb, sidewalk, planter, street tree and streetlight.

Rear Alley: A vehicular driveway located to the rear of lots providing access to service areas and parking, and containing utility easements. Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll curbs at the edges.

Rear Lane: A vehicular driveway located to the rear of lots providing access to parking and outbuildings and containing utility easements. Rear lanes may be paved lightly to driveway standards. Its streetscape consists of gravel or landscaped edges, no raised curb and is drained by percolation.

Recycling: A facility requiring a use permit for consumer drop off and collection, with or without remuneration, of used paper products, glass, plastic, or metal.

Residential: Premises available for long-term human dwelling.

Retail: Establishments engaged in the sale of goods and merchandise.

Restaurant: Sale of prepared food and beverages in a ready-to-eat state for on-site or off-site consumption. A dining area may or may not be provided. Vehicle drive-up service is prohibited. The restaurant use may be ancillary to another use.

Road: A local, rural and suburban thoroughfare of low vehicular speed and capacity. Its public frontage consists of swales drained by percolation and a walking path or bicycle trail along one or both sides. The landscaping consists of multiple species composed in naturalistic clusters. This type is allocated to the more rural Transect Zones (T1-T4.1).

Services: Activities and, in some instances, their structural components that relate to the maintenance and basic functioning components of each land use. These activities may include, but are not limited to, trash and recycling areas and above ground components of wet and dry utilities.

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

Single Family: The use of a site for one dwelling within one building.

Single Room Occupancy (SRO): A building with rooms that provide sleeping areas with shared bathrooms and kitchens.

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).

Stacked Parking: An off-street parking arrangement where one vehicle is parked atop the other one.

Story: A habitable level within a building that, depending upon zone location, may extend between 12 to 18 feet in height from finished floor to finished ceiling. Attics and raised basements are not considered stories for the purposes of determining building height.

Street: A local urban thoroughfare of low speed and capacity. Its public frontage consists of raised curbs drained by inlets and sidewalks separated from the vehicular lanes by a planter and parking on both sides. The landscaping consists of regularly placed street trees. This type is permitted within the more urban Transect Zones (T4-T6).

Street Setback: The distance between a property line and any structure requiring a building permit.

Streetscape: The urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages

(building facades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).

Streetscreen: Sometimes called Streetwall. a freestanding wall built along the frontage line, or coplanar with the facade, often for the purpose of masking a parking lot from the thoroughfare. Streetscreens should be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building facade. The streetscreen may be a hedge or fence by Warrant. Streetscreens shall have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all streetscreens over [4 feet] high should be [30%] permeable or articulated to avoid blank walls.

Substantial Modification: Alterations to a building that are valued at more than 50% of the replacement cost of the entire building, if new.

Tandem Parking: An off-street parking arrangement where one vehicle is parked behind the other.

Terminated Vista: A location at the axial conclusion of a thoroughfare. A building located at a Terminated Vista designated on a Community Plan is required to be designed in response to the axis.

Timeshare: A facility in which a person receives the right in perpetuity, for life or for a specific period of time, to the recurrent, exclusive use or occupancy of a lot, unit or portion of real property, for a period of time that has been or will be allocated from the use of occupancy period into which the facility has been divided. A timeshare use may be coupled with an estate in the real property or it may entail a license, contract, membership, or other right of occupancy not coupled with an estate in real property.

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

Thrift Stores: Any retail establishment primarily selling used goods that are donated or acquired for less than reasonable wholesale value of the goods.

Through Lot: A lot having a frontage on, and rights of vehicular access to, two parallel or approximately parallel streets. For the purposes of determining vehicular access to parallel streets pursuant to this definition, alleys are not streets. The Community Development Director shall determine, either as a part of an application or independently prior to application, the Street Build-to Line. More than one Street Build-to Line may be determined. The basis for determination shall be the particular property's orientation to a street, proposed or potential use of that area near the street, and ability to further the goals and policies of this plan.

Townhome: Dwelling unit that includes two or more stories.

Town Center: The mixed-use center or main Commercial corridor of a community.

Trade School: 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. Any establishment offering aerobic dancing, or other dancing instruction that also offers exercise machines, saunas, Jacuzzis, or other amenities typically associated with health and fitness clubs, is not included in this use type.

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 landuse zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the 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, T4.1 Suburban, T4 General Urban, T5 Urban Center, and T6 Urban Core.

Transition Line: A horizontal line spanning the full width of a facade, expressed by a material change or by a continuous horizontal articulation such as a cornice or a balcony.

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)

Wholesale / Distribution: A use consisting of establishments primarily engaged in wholesaling, storage, moving or bulk distribution of goods other than live animals. Typical uses include wholesale distributors, storage warehouses, and moving and storage firms

Wireless Telecommunication Facility (WTF): An unmanned facility that transmits and/or receives electromagnetic signals for the purpose of providing telecommunication service. Wireless Telecommunication Facilities (WTF) include, without limitation, building or ground-mounted directional (panel), omni-directional (whip), vertical, parabolic (satellite dish), and portable antennae, microwave dishes/antennae and related accessory structures for the transmission and receipt of wireless signals. Such facilities may include but are not limited to, facilities for the transmission and reception of cellular, enhanced specialized mobile radio, personal communication system, paging, e-mail, and other data transmission.

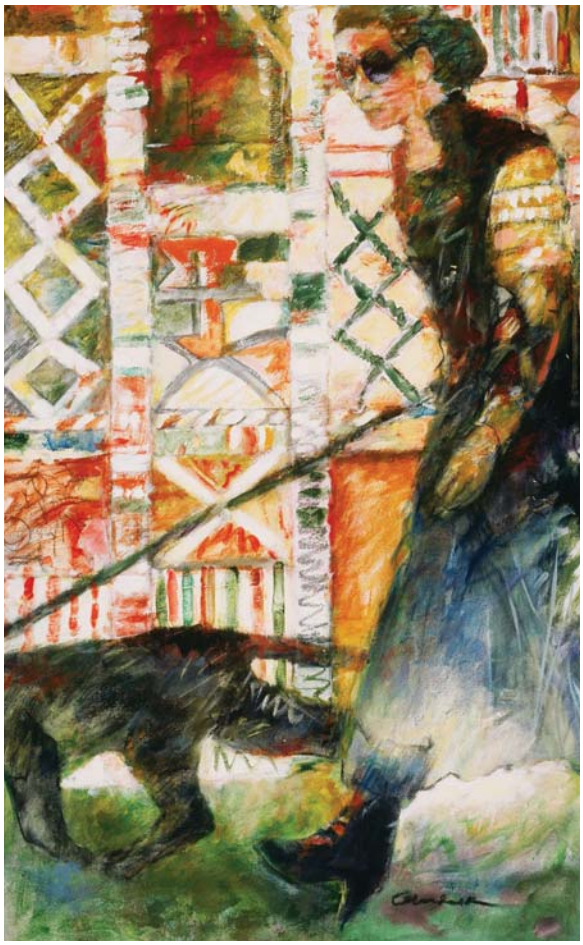
WTF do not include facilities staffed with onsite personnel (other than occasional maintenance and installation personnel), vehicle or other outdoor storage yards, office or broadcast studios, ham radio antennae, or TVROs (Television Receive Only), or other uses defined in section 24.115.3440 (Utility or Equipment Substations Use Classification). Wireless Telecommunications Facilities are divided into three use types

WTF Mini: Any Wireless Telecommunications Facilities directly affixed to a primary building or structure, provided that all components of the facility are designed in a manner to be architecturally consistent with the building or structure and meet all zoning ordinance requirements for the underlying zone. Examples of WTF Mini include, without limitation, Wireless Telecommunications Facilities concealed within existing structures such as attics, cupolas, steeples, stanchions, belltowers, or similar structures, mounted to the penthouse of a building to appear as part of the architecture.

WTF Minor: Freestanding WTF designed to blend into the surrounding natural or man-made environment in order to minimize the overall visual impact, such designs would include flag, telephone or light poles, palm trees, windmills, or rock formations and other similar items. WTF Minor may further include, without limitation, Wireless Telecommunications Facilities proposed to co-locate on another freestanding existing WTF Major.

WTF Major: Wireless Telecommunications Facilities that do not meet the definition of WTF Mini or WTF Minor, including, without limitation, a structure mounted Wireless Telecommunications Facilities or freestanding monopoles or towers constructed to support Wireless Telecommunications Facilities and accessory facilities that are not designed to blend with the structure to which they are attached or camouflaged with the surrounding environment. “Accessory facilities,” for the purpose of this definition, includes a building or shelter to house cabinets, utilities, back-up generators or batteries, and other related appurtenances such as: guy wires; security lighting and/or FAA required lighting; screening materials such as landscaping and decorative walls; and access roads or driveways. Any Wireless Telecommunications Facility that does not meet the definition of either a WTF Mini or WTF Minor shall be considered a Wireless Telecommunications Facility Major.

IV. Streetscape Plan



Chloe Murdoch - "Walking the Dog"
(Municipal Art Collection)

This chapter identifies streetscape improvements, such as sidewalk dimension, lighting, landscaping and signage. The recommendations in this Chapter are conceptual. They are based on the 2004 Streetscape Project Plan prepared by Moule & Polyzoides Architects and Urbanists. When the City undertakes each individual street improvement these recommendations will be further evaluated and supplemented on a per-project basis. Through implementation, the City will continue to revitalize four (4) specific streets in the Downtown, providing an engaging public realm to attract visitors, residents and businesses.

In conjunction with individual street improvements, this Specific Plan recommends an overall landscape plan (Figure IV-I) be implemented to achieve a cohesive and visually stimulating environment. Action 3.1 (Chapter II) directs implementation of the street improvements described in this chapter.

Streets Recommended for Improvement:

1. *California Street*
2. *Figueroa Street*
3. *Oak Street*
4. *Thompson Boulevard*

CALIFORNIA STREET

EXISTING CONDITIONS

The existing sidewalk materials and patterns have also been applied to California Street's crosswalks (north of Thompson).

The alley between Main and Santa Clara shifts as it crosses California Street. This street configuration not only slows traffic, but also improves the urban experience by introducing buildings at the visual termination of the alley.

Pocket park on the corner of California Street and Santa Clara Street.

In order to accommodate the 101 freeway off-ramp the east side of the California Street Bridge is closed to pedestrians. The closure not only forms an unattractive barrier, but also emphasizes the disconnect between downtown and the shoreline.

The median dividing the freeway lanes provides an excellent place to introduce landscape. This landscape could also mark downtown's presence to motorists driving by on the 101 freeway.

California Street terminates at California Plaza. Historically, the pier extended to the center line of California Street forming an important visual terminus. Reintroducing this visual terminus could help entice pedestrians to cross over the freeway, particularly at night.

North of Thompson Boulevard, California Street has recently been renovated; regularly-spaced queen palms and "acorn" streetlights line the upgraded sidewalks; diagonal parking has been introduced. These improvements could help inform streetscape design south of Thompson.

Wide sidewalks not only provide a comfortable place for pedestrians to walk, but also accommodate a wide range of activities and street side amenities (cafe tables, trees, lights, bike racks).

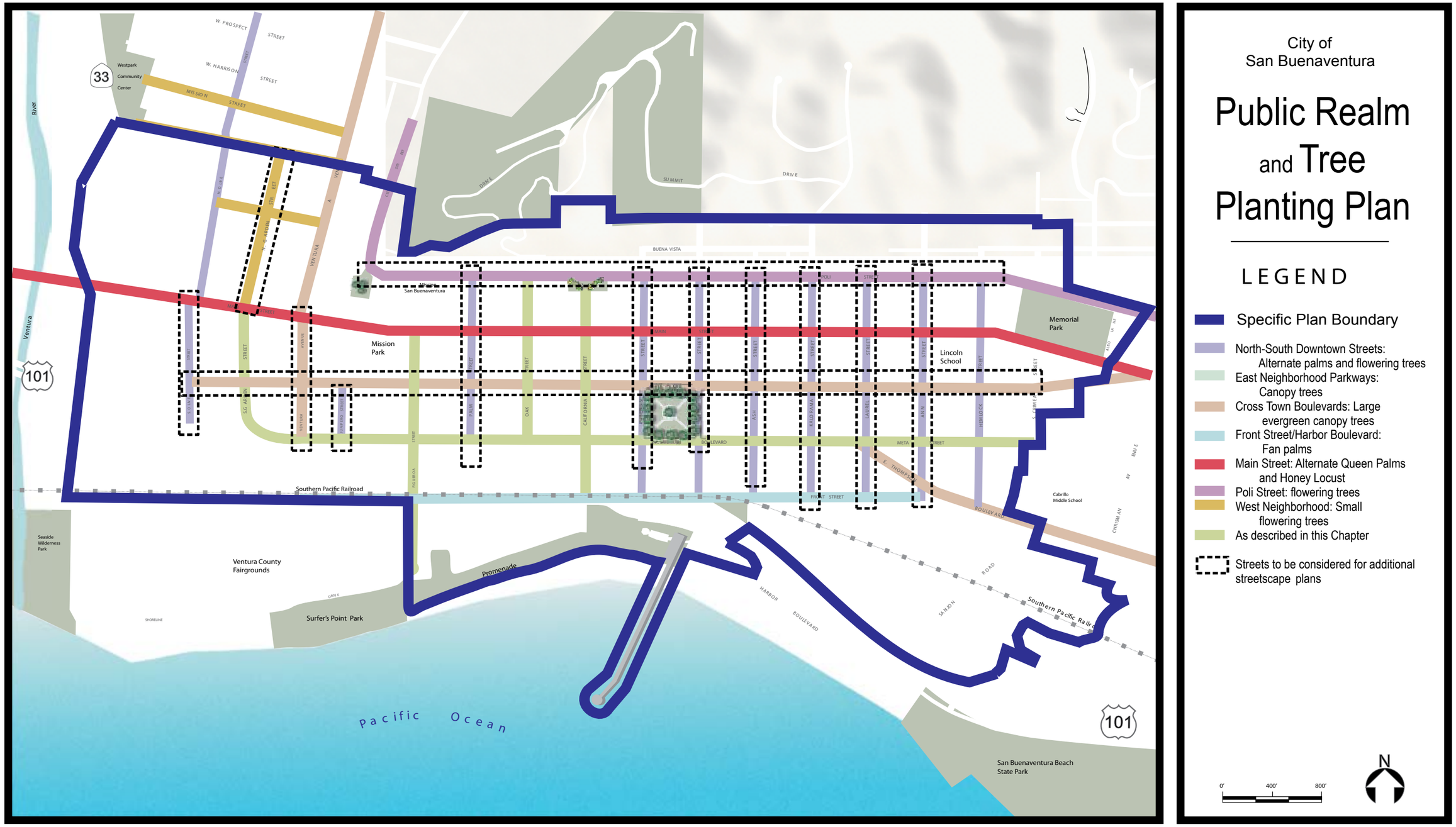
Views of the Pacific Ocean entice pedestrians and motorists south toward the ocean. However, the car-dominated character of Thompson Boulevard and the wide, noisy, expanse of the 101 freeway form uninviting barriers to pedestrians.

Other than the view of the ocean, the California Street bridge forms an uninviting connection to the shoreline. In order to attract people from downtown, the bridge will need to be upgraded to be more pedestrian-friendly.

Between California Street and Figueroa Street, the railroad tracks are lined with spectacular shade trees, providing an ideal location for the Amtrak station.

The shoreline promenade is currently frequented by a steady flow of pedestrians. The introduction of varied activities and uses (retail, restaurants, bike rentals, etc.) would help draw even more people to the promenade.

FIGURE IV-1. PUBLIC REALM AND TREE PLANTING PLAN



CALIFORNIA STREET

RECOMMENDED IMPROVEMENTS

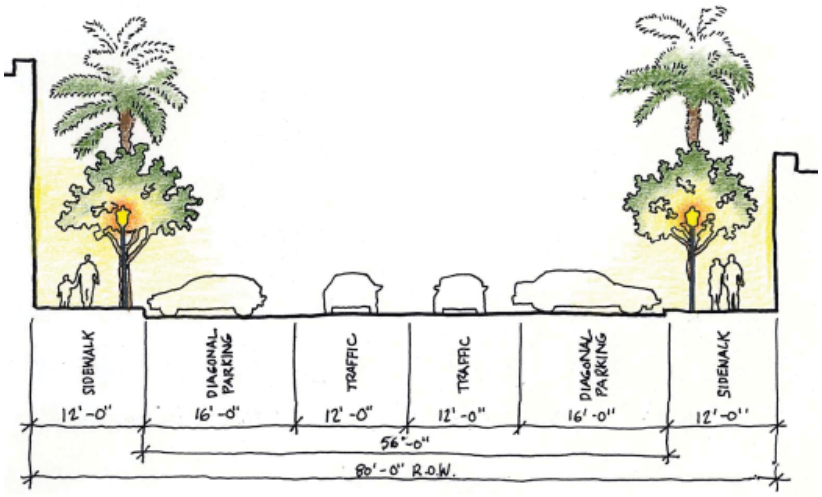
I. GENERAL RECOMMENDATIONS

A. Create a consistent streetscape by:

- Providing for 12 foot wide sidewalks
- Introducing street tree pattern of alternating Queen Palms and flowering canopy trees
- Introducing pedestrian-oriented light fixtures
- Providing diagonal, or at a minimum, parallel parking on both sides of street
- Improving crosswalks at Poli Street, Thompson Boulevard, and Harbor Boulevard
- Retaining left turn pockets at Thompson Blvd.

B. Re-establish connection to the ocean by:

- Renovating the California Street Bridge
- Enhancing California Plaza
- Connecting California Plaza with the beach by introducing a stairway



II. STREET TREES

The existing streetscape improvements (paving, "acorn" street lights, street trees) between Thompson Boulevard and Poli Street remain, however, to establish the designated street tree pattern, every other Queen Palm needs to be removed and replaced with a flowering shade tree. The removed Queen Palm should be relocated to the southern portion of California Street.

Golden Medallion Tree (*Cassia Lepto phylla*)

Queen Palm (*Syragus romanzoffi anum*)

Oleander (*Nerium oleander*) bushes would be a good tree species in U.S. 101 median

III. STREET LIGHTS

The existing "acorn" street lights on California Street north of Thompson Boulevard should also be installed on the southern portions of the street.

Typical "acorn" light fixture

Close-up of existing "acorn" lamp

Close-up of existing "acorn" base

IV. BANNERS

Currently, the banners on California Street are installed at a 45 degree angle to the street to prevent cars from bumping into the banners. To ensure the banners are seen more effectively by pedestrians and motorists, banner poles should be installed so that tapered banners hang perpendicular to the street. The banners should be tapered at a minimum of 16 feet above ground and one foot out from the banner pole to prevent motorists from bumping into the banners.

Existing banner installation

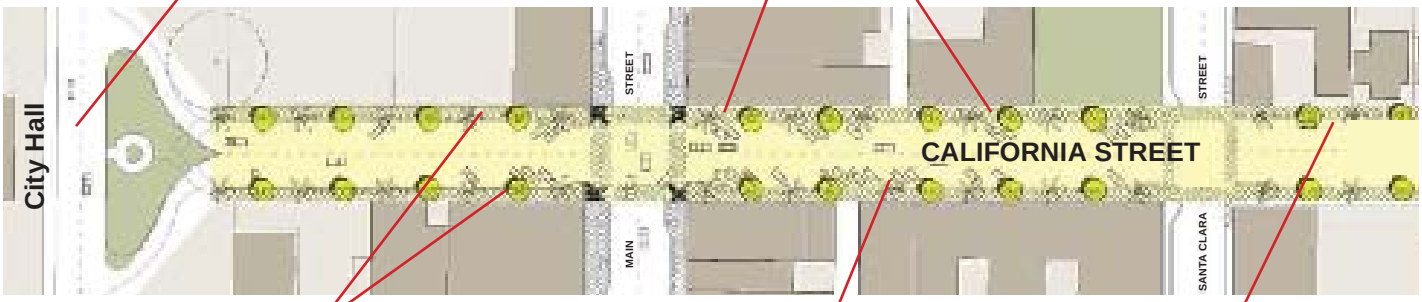
Tapered banners

CALIFORNIA STREET

RECOMMENDED IMPROVEMENTS

Upgrade street crossing to City Hall. Introduce a change in paving material to strengthen the identity of the crosswalk as well as to slow vehicular traffic.

Keep existing "acorn" light fixtures.



Keep existing sidewalk improvements north of Thompson Boulevard. Remove every other Queen Palm and replace with flowering tree such as Golden Medallion Tree (*Cassia leptophylla*). Removed Queen Palms should be relocated to California Street south of Thompson Boulevard.

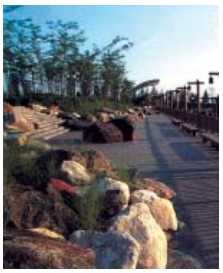
Keep existing diagonal parking.

Introducing diagonal parking on the east side of California Street between Thompson Boulevard and Santa Clara Street. New parking configuration shall be dependent on a thorough traffic study, particularly at the intersection of California Street and Thompson Boulevard.

CALIFORNIA PLAZA

Renovate California Plaza to attract pedestrians to the shoreline and pier by:

- Encouraging the Crowne Plaza hotel to open up the ground floor to the plaza.
- Encouraging structures on east side of plaza to engage the plaza.
- Creating a direct link to the beach by building steps leading from the plaza to the beach.
- Continuing the street tree pattern of alternating Queen Palms and flowering trees into California Plaza while retaining the existing Mexican Fan Palms.
- Preservation of existing California Plaza artwork is imperative.



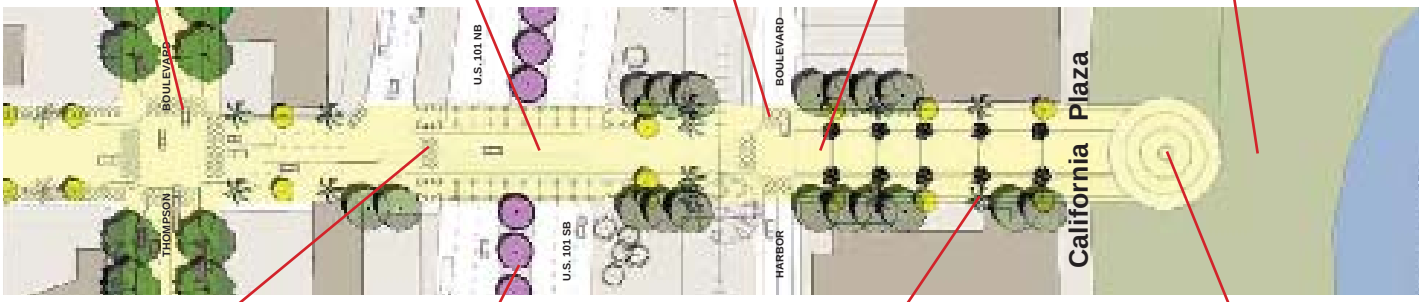
Upgrade street crossing by introducing a change in paving materials to strengthen the identity of the crosswalk, slow automobile traffic and help establish a pedestrian character at Thompson Boulevard; intersection design must be preceded by a detailed traffic analysis.

Renovate California Street Bridge to strengthen pedestrian connection between Downtown and the shoreline. (Concept Plan shown on following page.)

Upgrade street crossing by introducing a change in paving materials to strengthen the identity of the crosswalk and slow traffic.

Retain existing fountain and artwork.

Introduce stronger connection between California Plaza and water with steps leading directly to the beach. (Example of steps in New York City's Battery Park) This necessitates relocating the storm drains that currently empty out here.

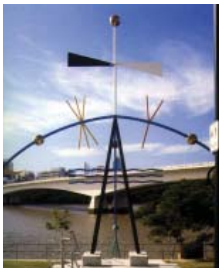


Provide crosswalk at north end of bridge so pedestrians can cross over to the west side of street and avoid freeway off-ramp traffic. This requirement will no longer be necessary once the off-ramp is moved to Oak Street.

Introduce flowering bushes such as oleander in the freeway median.

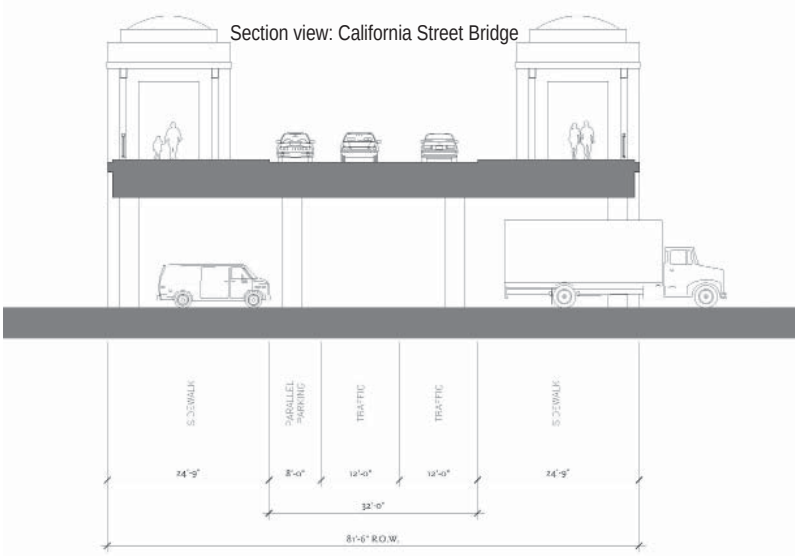
Keep existing Mexican Fan Palms. Introduce alternative Queen Palms and flowering trees. Renovate Crowne Plaza ground floor to engage California Plaza pedestrians.

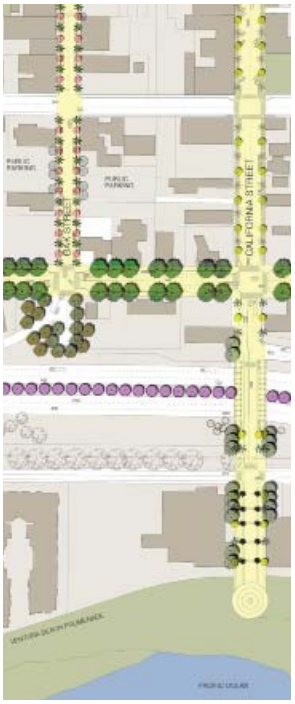
Introduce sculptural elements to complement the Father Serra statue at northern terminus of California Street. A sculpture constructed of thin lightweight members is one way of introducing a focal point without blocking the view. A kinetic structure could take advantage of the constant winds that blow from the ocean.



CALIFORNIA STREET

CALIFORNIA STREET BRIDGE CONCEPT PLAN





California Street Bridge with existing freeway off-ramp conditions. In order to improve the physical appearance of the bridge, the east side of the ramp would be opened-up to pedestrian traffic. A crosswalk will be introduced at the north end of the bridge to prevent pedestrians from interfering with the freeway off-ramp.

California Street Bridge with freeway off-ramp moved to Oak Street. The freeway off-ramp would pass beneath the California Street Bridge allowing the sidewalk and street character to pass, uninterrupted, from Downtown to the Ocean.

FIGUEROA STREET

EXISTING CONDITIONS

Figueroa Plaza links Main Street with Santa Clara Street. The U.S. 101 overpass, seen in the distance, frames the Pacific Ocean.

Like California Street, Figueroa Street has been renovated with the introduction of regularly-spaced queen palms and "acorn"- style street lights, upgraded-sidewalk, and crosswalks, new tree grates and bollards.

The U.S. 101 overpass serves as a gateway to the ocean and the fairgrounds.

The 101 freeway underpass, lined by a dreary chain link fence and unkept dirt embankment, is an uninviting arrival point for visitors arriving via Amtrak. The adjacent fairgrounds parking lot makes the arrival even more unappealing. An obvious link with the Downtown is absent.

The shoreline promenade links the fairgrounds to the pier and beyond.

Mission San Buenaventura occupies the northern end of Figueroa Street. Though visible during the day, the Mission is poorly lit at night. Illuminating the front facade at night would greatly improve the civic presence of the building.

The unkept embankments, chain link fences, and poor lighting make the U.S. 101 underpass an intimidating passage. Widening the sidewalks, improving the embankments, and introducing better lighting would transform the underpass into a worthy gateway to the ocean.

Lacking adequate street trees, lighting, and sidewalk width, the southern portion of Figueroa Street is unimproved and pedestrian unfriendly. The expansive parking lot adds to the unappealing character of south Figueroa Street.

A long, blank wall on the east side of Figueroa Street forms an imposing and pedestrian unfriendly edge along the east side of the street.

Figueroa Street's physical and visual connection to the shoreline is blocked by scruffy landscape. Pedestrians, looking for the most direct route to the beach, have trampled a path through the poorly placed landscape.

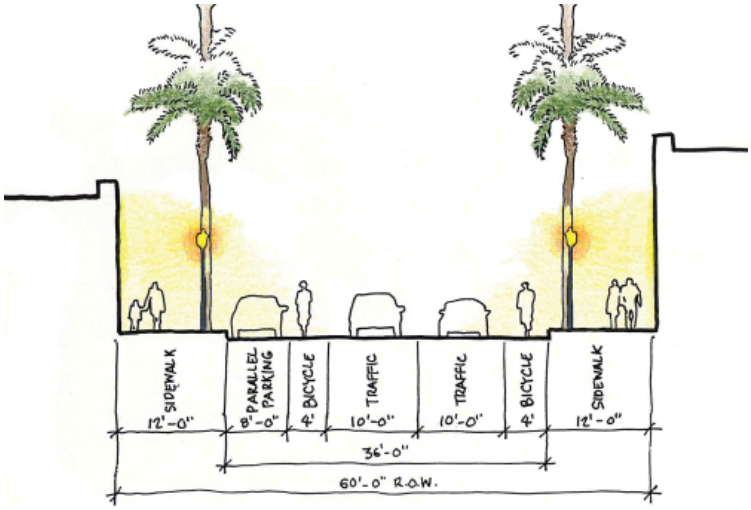
FIGUEROA STREET

RECOMMENDED IMPROVEMENTS

I. GENERAL RECOMMENDATIONS

Create a consistent streetscape along entire length of Figueroa Street comprised by:

- Establishing 12 foot wide sidewalks
- Establishing a street tree pattern of alternating Queen Palms and Mexican Fan Palms
- Installing "Acorn" light fixtures
- Introduce parallel paring on one side of street while keeping existing bike lanes.



II. STREET TREES

The existing streetscape improvements (paving, "acorn" street lights, street trees) between Thompson Boulevard and Santa Clara Street remain, however, to establish the designated street tree pattern, every other Queen Palm needs to be removed and replaced with Canary Island Palm. The removed Queen Palms should be relocated to the south Figueroa Street.

Queen Palm (*Syragus romanzoff anum*)

The Canary Island Palm (*Phoenix canariensis*) visually re-asserts the connection between Downtown and the ocean.

The Mexican Fan Palm (*Washing-tonia app*) is another species that could alternate with the Queen

III. STREET LIGHTS

The existing pedestrian-scaled "acorn" street lights (shown on California Street at right) should be introduced south of Thompson Boulevard.

Typical "acorn" light fixture

Close-up of existing "acorn" lamp

Close-up of existing "acorn" base

IV. SIGNAGE

Provisions should be made for banners along the entire length of Figueroa Street.

Because south Figueroa Street is exposed to more demanding weather conditions, banners could be made of permanent materials.

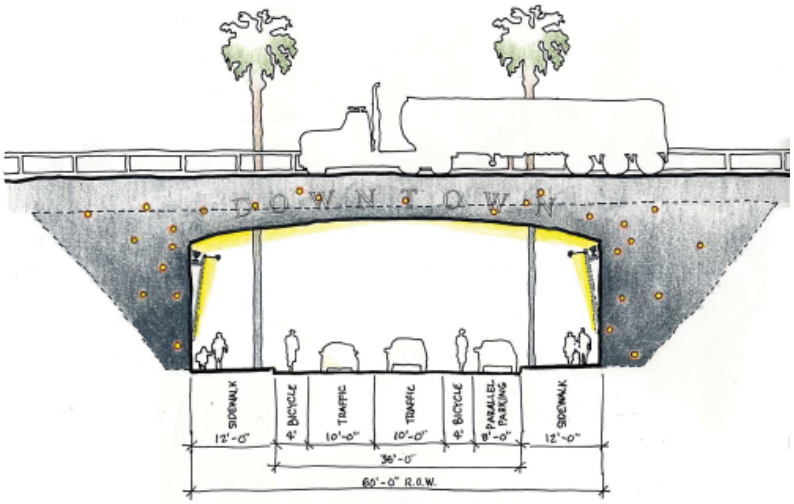
Another option is to use tapered banners, nautical in character.

FIGUEROA STREET

FIGUEROA STREET UNDERPASS RECOMMENDED IMPROVEMENTS

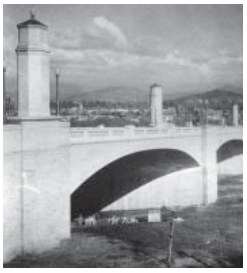
I. GENERAL RECOMMENDATIONS

Strengthen Downtown's connection to the ocean by transforming the U.S. 101 freeway underpass into a gateway between Downtown and the fairgrounds/shoreline.



II. ENCLOSURE

Fill-in the angled embankments on each side of the roadway. Introduce creative lighting strategies to transform the under pass into a more appealing and safe passage.

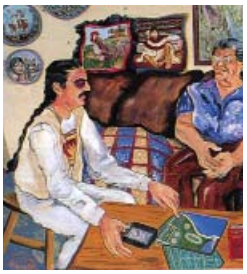


Arched openings of the Hyperion Bridge in Los Angeles signify the crossing.

State Street in Santa Barbara passes beneath the U.S. 101. Notice the separation of pedestrian and vehicular traffic. Vines growing on the bridge also help mitigate the dominating stature of the freeway.

III. PUBLIC ART

The new walls enclosing the previously-sloped freeway embankments provide an excellent location for a public art project such as murals.



Detail of the "*Tortilla Flats*" temporary mural below Harbor.

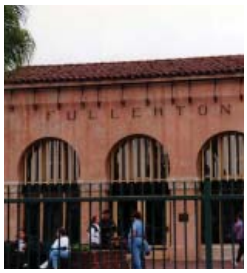
One of Ventura's historic murals (at the US Post Office).

Art can identify both vertical and horizontal surfaces.

IV. SIGNAGE

Introduce signage to demarcate the passage to and from Downtown directly on the surface of the underpass.

Sand-blasted or carved letters are one way of adding letters above the bridge opening.



Surface-mounted metal letters are another way of creating signage.

FIGUEROA STREET

RECOMMENDED IMPROVEMENTS

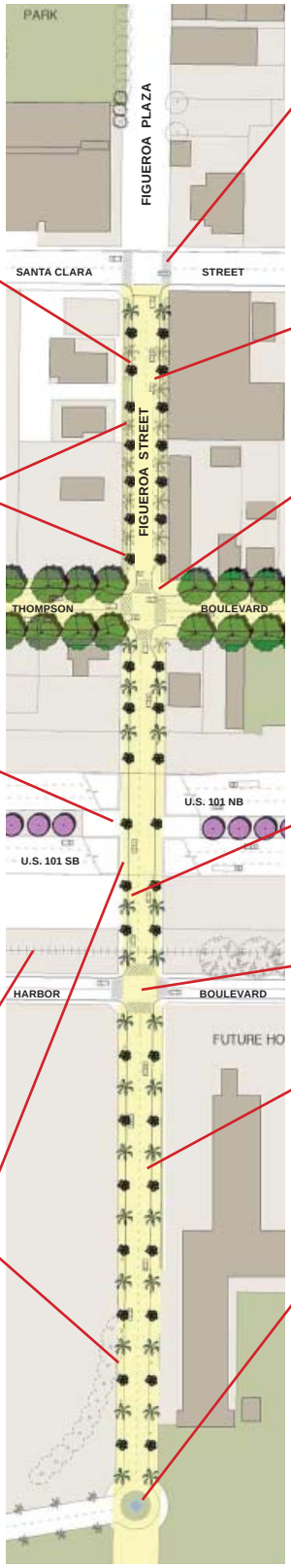
Keep existing sidewalk improvements north of Thompson Boulevard.

Remove every other *Queen Palm* and replace with *Canary Island or Mexican Fan Palm*. Relocated removed *Queen Palms* to southern portion of Figueroa Street.

Build wall to block freeway underpass embankment which is devoid of landscape and a potential haven for vagrants. Introduce public art such as a mural on new wall. Introduce signage immediately above the roadway to identify passage to and from Downtown.

Study ways to make Amtrak station less isolated (including perhaps moving the platform to a completely different location.)

Re-configure sidewalks south of Thompson Boulevard to match width of northern part of street.



Crosswalks connecting the south and north sides of Santa Clara Street have been upgraded to concrete and pavers. The crosswalk connecting the east and west side of Figueroa Street still needs to be upgraded.

Introduce parallel parking on east side of street (maintain bike lanes.)

Upgraded intersection including crosswalks constructed of different paving materials. Bulbout intersections to slow traffic and shorten distance pedestrians must travel to cross street. Intersection design must be preceded by a detailed traffic analysis.

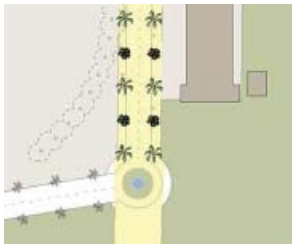
Introduce parallel parking on west side of street (maintain bike lanes.)

Upgrade intersection by paving crosswalks in materials other than asphalt.

Introduce parallel parking on east side of street (maintain bike lanes.)

Introduce a roundabout to strengthen the Figueroa Street axis.

FIGUEROA STREET ROUNDABOUT



In order to establish a more formal and direct visual link between Downtown and the shoreline, introduce a traffic circle at the southern terminus of Figueroa Street. The roundabout could also identify Surfer's Point. Introduce a water feature or suitable landscaping within the roundabout. Road re-configuration should maintain access to beach parking lots, in conjunction with potential street and parking area changes as part of the Surfer's Point Managed Retreat project.

OAK STREET

EXISTING CONDITIONS

Oak Street's existing canopy trees not only provide shady respite for pedestrians in the summer, but also provide a tree type different from Figueroa and California Streets.

Oak Street's sidewalks are too narrow to achieve the pedestrian friendly environment promoted in this plan. They do not comfortably accommodate pedestrians and street side uses such as outdoor seating, bike racks, newspaper racks, etc.

The mid-block crossing between Santa Clara and Main is demarcated solely by paint. A change in materials would emphasize the pedestrian nature of the crosswalk as well as slow traffic by alerting motorists of the crossing.

A public telephone is attached to a storefront. Amenities such as public telephones and newspaper vending boxes should be intelligently integrated into the streetscape.

As Oak Street approaches Thompson Boulevard street trees disappear.

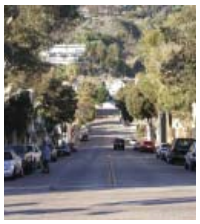
Looking south on Oak Street, the connection to the ocean has been severed by the freeway. Though Harbor's large eucalyptus trees block views of the ocean, their dark silhouette provides a good background for a much needed terminating element.

Oak Street's current sidewalk width cannot comfortably accommodate street furniture and other sidewalk amenities. In order to pass a flower pot and fire hydrant shown in this photo, pedestrians must walk single-file.

Oak Street's streetscape is inconsistent: tree wells vary in size and shape, tree well grates are noticeably absent, sidewalks are composed of plain concrete and are unevenly graded (creating dangerous tripping hazards).

Downtown's urban fabric south of Santa Clara Street deteriorates into surface parking lots and vacant plots of land.

Facing north, Oak Street terminates at the hills. This is the view motorists exiting the 101 freeway will see once the off-ramp is relocated to Oak Street. This image also shows ample width of Oak Street's roadway.



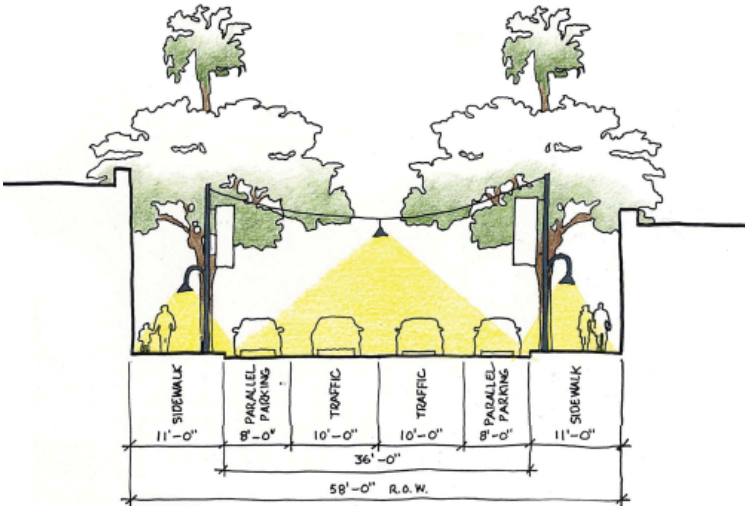
OAK STREET

RECOMMENDED IMPROVEMENTS

I. GENERAL RECOMMENDATIONS

Create a consistent streetscape along entire length of Oak Street by:

- Widening sidewalks to 11 foot (min.) width
- Introducing street tree pattern of alternating palms and flowering canopy trees
- Provide parallel parking on both sides of the street, except at intersections, where left turn lanes are needed (e.g. Thompson and Santa Clara)
- Improve mid-block street crossing.
- Introduce grove of oak trees to terminate the southern end of Oak Street.



II. STREET TREES

In order to widen the sidewalks the existing *Melaleuca linarifolia* street trees will need to be removed. Care should be taken to reduce the impact of selected street trees on storefront signage.

A possible street tree combination for Oak Street: at left, Chitalpa *(Chitalpa tashkentensis)* and King Palm *(Archontophoenix cunninghamiana).*

Another possible street tree combination for Oak Street: at left, Chitalpa *(Chitalpa tashkentensis)* and Date Palm *(Phoenix dactylifera).*

A possible tree for the southern terminus of Oak Street: Southern Live Oak *(Quercus virginiana).*

III. STREET LIGHTS

Street lights should be consistent with those currently used in the downtown (California Street shown).

Typical "acorn" light fixture

Close-up of existing "acorn" lamp

Close-up of existing "acorn" base

IV. SIGNAGE

A monument sign at the southern end of Oak Street should be considered once the U.S. 101 off-ramp is relocated from California Street to Oak Street.

V. BANNERS

To enhance the public realm and provide context with banners along Main and California Streets, banner poles should be installed along Main and Oak. To ensure the banners are seen more effectively by pedestrians and motorists, banner poles should be installed so that the tapered banners hang perpendicular to the street. The banners should be tapered at a minimum of 16 feet above ground and one foot out from the banner pole to prevent motorist from bumping into the banners.

Existing banner installation

Tapered banners

OAK STREET

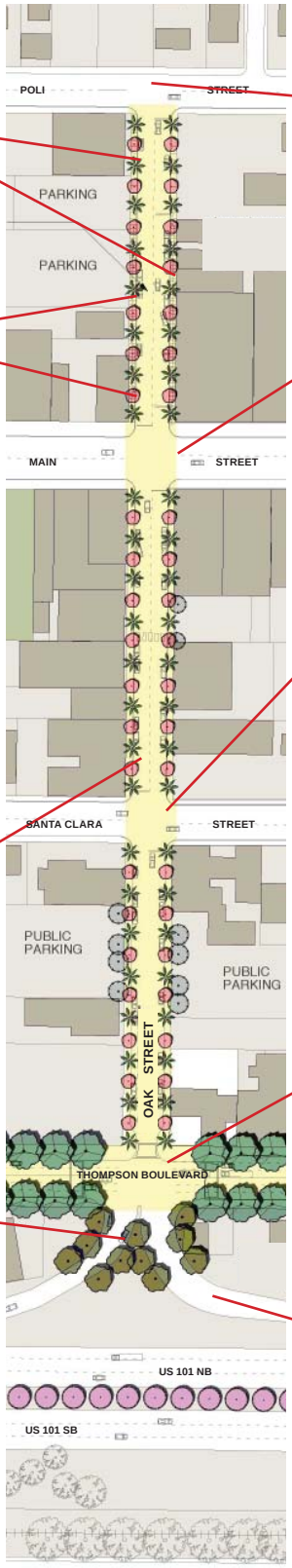
RECOMMENDED IMPROVEMENTS

Widen sidewalks along entire length of Oak Street to a minimum of 11 feet.

Remove existing Melaieuca trees and replace with alternating pattern of palm trees and flowering canopy trees.

Keep parallel parking on entire length of Oak Street.

Introduce grove of oak trees to terminate the southern end of Oak Street, but not to conflict with future off-ramp relocation.



Upgrade street crossing

Retain existing crosswalk improvements.

Upgrade street crossing.

Upgrade intersection including crosswalks constructed of different paving materials and bulb-out intersections intended to slow automobile traffic and to establish a pedestrian character along Thompson Boulevard. Intersection design must be preceded by a detailed traffic analysis.

Future U.S. 101 off-ramp location.

THOMPSON BOULEVARD

EXISTING CONDITIONS

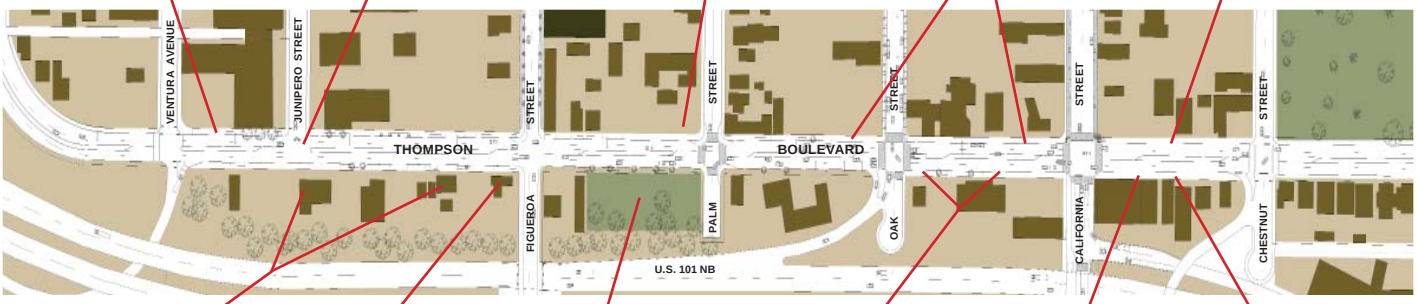
Thompson Boulevard, illuminated by cobra-head lights (one to three fixtures per block), is inadequately lit for pedestrians.

Marked cross walks are not provided at Junipero Street or Palm Street. Marked crosswalks are provided on only three sides of the intersection at Ventura Avenue.

The Greyhound bus station is located at the corner of Thompson Boulevard and Palm Street.

Street-side planters vary in their size, shape and plantings. Some business owners have landscaped the planters in front of their businesses contributing to further lack of uniformity of the streetscape.

Thompson Boulevard's streetscape is unfriendly and poorly landscaped.



Several surf stores occupy Thompson Boulevard's south side. Surf-related retail begins to create a unique sense of place.

Several restaurants also occupy Thompson Boulevard's south side.

The San Miguel Chapel site is located on the south side of the street.

Suburban planter with cacti, but no street trees. Thompson Boulevard lacks consistent street trees and they often vary in size, species, and spacing.

Utilities (vault boxes, manholes, fire hydrants) are randomly placed and often encroach onto sidewalks, planters or both contributing further to Thompson Boulevard's visual chaos.

No on-street parking is permitted along Thompson Boulevard in several areas.

THOMPSON BOULEVARD

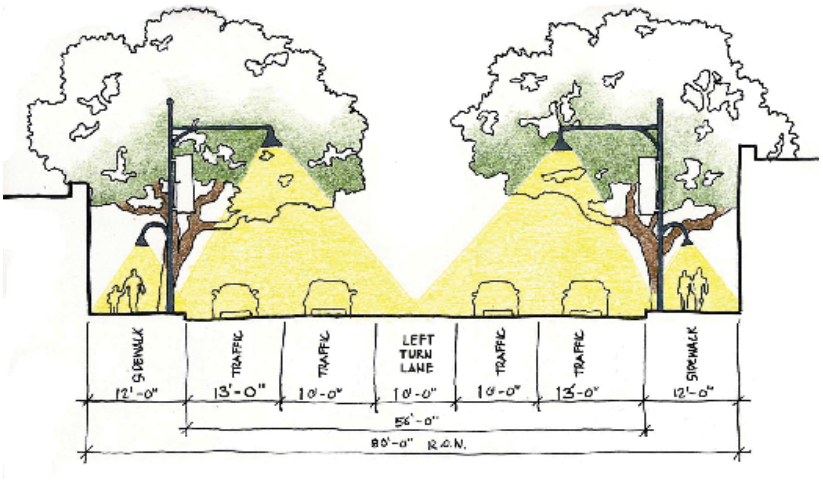
RECOMMENDED IMPROVEMENTS

I. GENERAL RECOMMENDATIONS

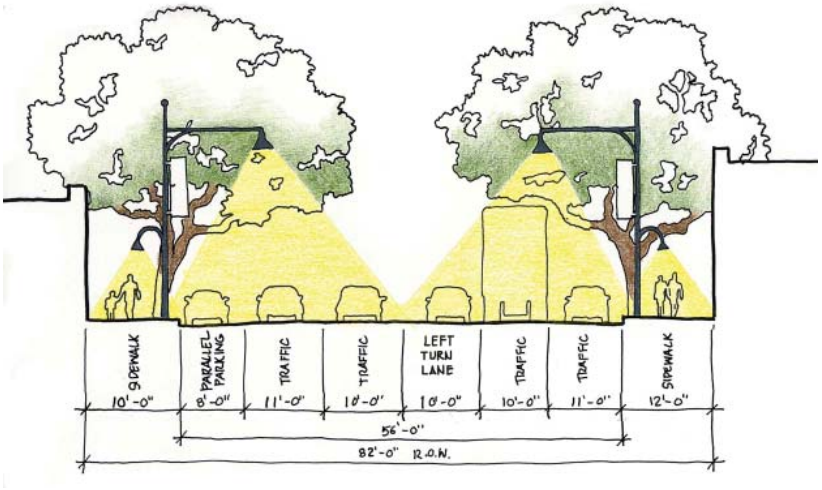
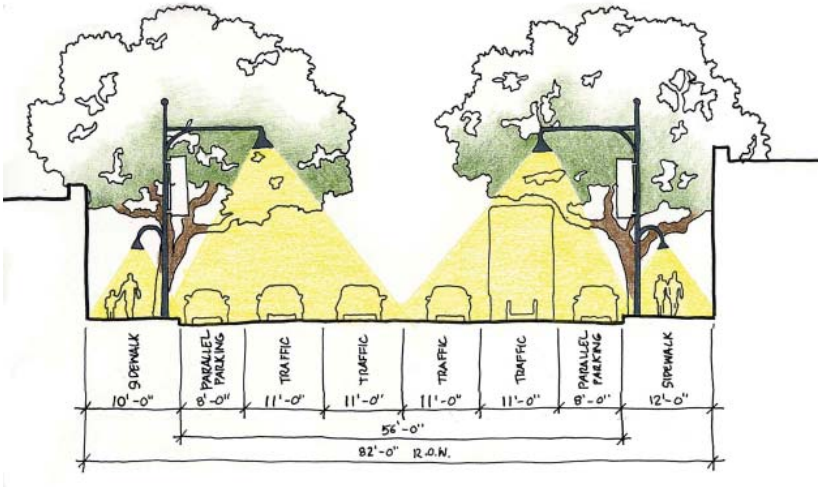
Create a consistent streetscape along entire length of Thompson Boulevard by:

- Providing parallel parking and wider sidewalks on the north and south sides of Thompson Boulevard between Oak Street and Ventura Avenue in a phased approach, see phasing diagrams to the right;
- Introducing large canopy street trees at regular intervals;
- Introducing combination pedestrian-oriented light fixtures;
- Introducing curb "bulb-outs" at pertinent intersections; and
- Improving crosswalks at Ventura Avenue, Palm Street, and Oak Street.

Existing section between Oak Street and Ventura Avenue



PHASE I. Section between Oak Street and Ventura Avenue



PHASE II. Section between Oak Street and Ventura Avenue