

Main Street & Thompson Blvd.

MIDTOWN CORRIDORS DEVELOPMENT CODE

Adopted by City Council December 17, 2007



HOLMES '06

Amendments

April 26, 2010: Ordinance No. 2010 – 006 – Creating a new use type for Thrift Stores and establish a related Director’s Permit process and operational standards

May 17, 2010: Ordinance No. 2010 – 008 – Modifying administrative procedures and land use definitions for specific use categories.

November 22, 2010: Ordinance No. 2010 – 014 - Modifying areas located in the Coastal Zone for Limited Use Overnight Visitor Accommodations

May 2, 2011: Ordinance No. 2011 – 005 – Creating a new use type and definition for “Personal Services: Restricted”

August 1, 2011: Ordinance No. 2011-010 – Amending Title 24 to create a new use type for Emergency Shelters, Transitional and Supportive housing.

December 17, 2012: Ordinance No. 2012 – 024 – Amending Division 24, Zoning Regulations, to permit Farmers’ Markets subject to a Director’s Permit

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24M.100

PURPOSE AND APPLICABILITY

24M.100.010 Title and Purposes of the Development Code

This SUBPART 24M of the City of San Buenaventura Zoning Ordinance shall be known, and may be cited, as the “Midtown Corridors Development Code: Main Street & Thompson Boulevard” or may be cited simply as the “Midtown Corridors Code”. References to “Code” or “Development Code” within the text of this Midtown Corridors Code are references to this Midtown Corridors Code unless the context clearly indicates otherwise, e.g., references to the “Municipal Code” mean the San Buenaventura Municipal Code; references to the “Government Code” are to the California State Government Code, and so on. Chapter 3 of the Ventura General Plan (“Our Well Planned and Designed Community”) describes how the City’s Planning Area is comprised of certain Planning Communities, including the Midtown Community, and further designates, among other things, certain significant “corridors” for future evaluation and implementation actions. Included among these corridors are the Main Street and Thompson Boulevard corridors located within the Midtown Community (the Main Street and Thompson Boulevard corridors may be collectively referred to from time to time hereafter as the “Midtown Corridors”). This Midtown Corridors Code carries out the policies of the Ventura General Plan by classifying and regulating the types and intensities of development and land uses within the Midtown Corridors area consistent with, and in furtherance of, the policies and objectives of the General Plan. The 2005 General Plan is only applicable outside of the Coastal Zone. The certified 1989 Comprehensive Plan is applicable to all areas within the Coastal Zone. This Midtown Corridors Code is adopted to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of the community. More specifically, the purposes of this Midtown Corridors Code are to:

- A. Ensure that development is of human scale, primarily pedestrian-oriented, and designed to create attractive streetscapes and pedestrian spaces;
- B. Moderate vehicular traffic by providing for a mixture of land uses, pedestrian-oriented development, compact community form, safe and effective traffic circulation, and appropriate parking facilities;
- C. Provide standards for the continuing orderly growth and development of the City that will assist in protecting and enhancing the community identity of Ventura;
- D. Conserve and protect the City’s natural beauty and setting, including scenic vistas, cultural and historic resources, hills and trees;
- E. Ensure that proposed development and new land uses conserve energy and natural resources;

- F. Facilitate the development and redevelopment of walkable, complete neighborhoods with a variety of housing types to serve the needs of a diverse population; and
- G. Provide for compatibility between different types of development and land uses through effective urban and architectural design.

24M.100.020 Authority

This Development Code shall be administered by: the Ventura City Council, hereafter referred to as the “Council;” the Planning Commission, referred to as the “Commission;” the Community Development Director, referred to as the “Director;” the Zoning Administrator; the Community Development Department, hereafter referred to as the “Department,” and other City bodies and officials as identified in this Development Code.

24M.100.030 Responsibility For Administration

This Midtown Corridors Code shall be administered by the Community Development Director, referred to as the “Director;” and the other decision-making authorities as identified in this Midtown Corridors Code and the zoning ordinance. All findings, approvals, determinations, or other exercises of discretionary judgment or any other delegation of authority pursuant to this code by the director his successors or designees, or any other decision making authorities, shall be carried out in a manner consistent with the purposes of this Midtown Corridors Code, the zoning ordinance, the City’s General Plan, and the orderly development of the City.

24M.100.040 Applicability

This Midtown Corridor Development Code applies to all development, subdivisions, and land uses within the Regulating Plan boundaries in Section 24M.102.040, as follows.

A. REQUIREMENTS FOR NEW STRUCTURES OR LAND USES, OR CHANGES TO STRUCTURES OR LAND USES.

It is unlawful, and a violation of this Midtown Corridor Development Code for any person to establish, construct, reconstruct, alter, or replace any structure or land use, except in compliance with the following requirements, and Chapter 24.465 (Nonconforming Uses, Structures, and Lots). No planning permit, building permit or grading permit shall be issued by the City unless the proposed construction complies with all applicable provisions of this Midtown Corridors Code and all other applicable provisions of law.

1. Design and Development Standards, Conditions of Approval.

Each structure and land use shall comply with all applicable standards of this Midtown Corridors Code, any additional regulations within the Zoning Ordinance for specific use types that are cited in Section 24M.203.031, Table B. (Land Use Tables - Specific Function), and any applicable conditions imposed by a previously granted discretionary planning permit or approval.

The provisions of Chapter 24.420: Sign Regulations of the Municipal Code would regulate the use of all signs. Signs for non-residential uses would be subject to provisions outlined in Sec. 24.420.140 Commercial Zones.

Domestic animals. Domestic animals, as defines in Chapter 24.110 of the Municipal Code, are permitted in all midtown 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.

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

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

2. Allowable Use.

Land uses are allowed by this Midtown Corridors Code as permitted, or conditionally permitted, in the zone applied to the site. The basis for determining whether a use is allowed is described in Section 24M.203.030 (Land Use Tables).

3. Permit and Approval Requirements.

Any discretionary planning permit or other approval required by Section 24M.203.030 (Land Use Tables) must be obtained before the issuance of any required grading, building, or other construction permit, and before the proposed use, and any structures related to the proposed use, are constructed, otherwise established or put into operation.

4. Legal Lot

The site of a proposed development or new land use must be a lot or lots legally created in compliance with the Subdivision Map Act and the City's Subdivision Regulations.

B. SUBDIVISIONS.

Any subdivision of land proposed within the City shall comply with all applicable requirements of this Midtown Corridors Code, Subdivision Map Act and the City's Subdivision Ordinance.

C. MINIMUM REQUIREMENTS.

The provisions of this Midtown Corridors Code are minimum requirements for the protection and promotion of the public health, safety, and general welfare. When this Midtown Corridors Code provides for discretion on the part of a City official or body, that discretion may be exercised to impose conditions on the approval of any project proposed in the Midtown Corridors Code, as may be determined by the review authority to be necessary to establish or promote appropriate development and land use, environmental resource protection, and the other purposes of this Code.

D. INTERFACE WITH OTHER REGULATORY REQUIREMENTS.

1. Municipal Code Provisions.

This Midtown Corridors Code is a subpart of the Zoning Ordinance and the San Buenaventura Municipal Code. As is the case with other provisions of the Zoning Ordinance, all other provisions of the San Buenaventura Municipal Code continue to apply within the Midtown Corridors Code area except as expressly provided to the contrary in the Midtown Corridors Code. In any instance where there is no conflict between a requirement of this Midtown Corridors Code and a requirement or other provision of the Municipal Code because a regulatory subject is addressed elsewhere in the Municipal Code but not in the Midtown Corridors Code, such as, by way of example but without limitation, the entertainment permit requirements set forth in Chapter 10.450 of the Municipal Code, or the encroachment permit requirements set forth in Chapter 18.100 of the Municipal Code, the Municipal Code provision is intended to, and shall, apply.

2. Zoning Ordinance Provisions.

This Midtown Corridors Code is a sub-part of the zoning ordinance. If a conflict occurs between a requirement or other provision of this Midtown Corridors Code and a requirement or other provision of the zoning ordinance, the provision of this Midtown Corridors Code shall control regardless of whether the Midtown Corridors Code provision is more liberal or more restrictive. In any instance where there is no conflict between a requirement of this Midtown Corridors Code and a requirement or other provision of the zoning ordinance because a development-related subject is addressed in the zoning ordinance but not in the Midtown Corridors Code, the zoning ordinance provision shall apply.

3. Midtown Corridors Code requirements.

In the event of any conflict within the requirements of this Midtown Corridors Code, the provisions of Chapters 24M.202 (Overlay Zones), 24M.204 (Frontage Type Standards), and 24M.206 (Building Type Standards) shall control over Chapter 24M.203 (Allowed Land Uses) and 24M.200 (Zones and Development Standards).

4. Development Agreements or Specific Plans.

If a conflict occurs between a requirement of this Development Code and an applicable standard adopted as part of a development agreement or specific plan, the requirement of the development agreement or specific plan shall apply.

5. Private Agreements.

This Midtown Corridors Code applies to all development and land uses 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 the agreement or restriction.

24M.100.045 Approval Requirements

Each structure and land use shall be established, constructed, reconstructed, enlarged, altered, moved or replaced in compliance with the following requirements:

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 Chapter 24M.200, and 24M.202 (Zones and Development Standards and Overlay Zones), Chapter 24M.206 (Building Type) and Chapter 24M.210 (Mixed Type Development Standards), any applicable standard of Chapter 24 (Municipal Code), and conditions imposed by a previously granted planning permit.

D. DEVELOPMENT IN COASTAL ZONE.

All development proposals within the Coastal Zone shall comply with Chapters 24.310 and 24.515 of the Zoning Ordinance. All Warrant requests shall require an Administrative Coastal Development Permit; all Exception requests shall require Coastal Development Permit approval. Zoning Ordinance Chapter 24.515 (Coastal Permit Procedure) specifies the Administrative Coastal Development Permit and Coastal Development Permit processing procedure. The 2005 City of Ventura General Plan is only applicable outside of the Coastal Zone. The certified 1989 Comprehensive Plan is applicable to all areas within the Coastal Zone.

E. NEW NONRESIDENTIAL LAND USE IN AN EXISTING BUILDING OR ON DEVELOPED SITE.

A land use identified by Chapter 24M.200 and 24M.202 (Zones and Development Standards and Overlay Zones) 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 Zoning Ordinance Chapter 24.465. No Zoning Clearance may be 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 T4.5 General Urban and T5.2 Urban Center zones, excluding Front Yard House, Sideyard House and Carriage House.
2. Additions and exterior changes to all structures providing for non-residential uses and all structures with over three dwelling units.

G. USE PERMIT.

A land use identified by Chapter 24M.203 (Zones and Development Standards) as a “UP” (Use Permit) use, shall require a Use Permit. Zoning Regulations Chapter 24.520 (Use Permit Procedure) specifies the Use Permit processing procedure.

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 T4.5 and T5.2 zones.

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 either 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. TREATMENT OF POTENTIAL HISTORIC RESOURCES

1. Prior to completion of the Historic Resources Survey for the entire Midtown Community, or the area covered by the Midtown Corridors Code, all new development subject to the Midtown Corridors Development Code 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 historic, technical assessment (or “Phase I”) prepared by a City-designated historic professional.
 - b. Upon reviewing a “Phase I” historic assessment, the Community Development Director may request additional documentation in the form of 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 as defined by CEQA.
 - d. If the Director determines a potential Historic Resource is present, but not formally designated as a landmark or already on a State or Federal register, the development proposal shall be reviewed by the Historic Preservation Committee (HPC) for compliance with 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 Sections 24M.200 -24M.206.
2. Prior to completion of the Historic Resources Survey for the entire Midtown Corridors Area, or the area covered by the Midtown Corridors Code, all requests to demolish a structure over 40 years of age in the Midtown Corridors Area, shall be evaluated as follows regardless of whether new development or redevelopment is being proposed for the property in conjunction with such demolition:
 - a. The Demolition permit application shall include a Phase I assessment. The Director or Building Official may request additional documentation via a Phase II study based on the conclusions of the Phase 1 assessment.
 - b. Community Development Department staff shall evaluate the Phase I and/or Phase II study to determine whether the demolition permit application affects a Historic Resource.

- c. If the Director determines that a potential Historic Resource would be in part or wholly, demolished, an Initial Study shall be prepared for purposes of further CEQA evaluation.
- d. The Historic Preservation Committee (HPC) shall review, and if prepared, the resulting environmental document and demolition permit application at a public hearing with prior publication and mailed notice.. Following the public hearing, 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.

By way of example but without limitations, the following procedural requirements of the Zoning Regulations and State law shall also apply within the plan area:

Alcoholic Beverage Establishments (24.460)

Parking Determination Procedure (24.512)

Development Agreement Procedure (24.550)

Specific Plan Procedure (24.555)

Notice and Hearing Requirements (24.560)

Appeal Procedure (24.565)

Permit Amendment, Revocation and Reevaluation Procedure (24.570)

Enforcement Procedure (24.580)

Subdivision Regulations (Municipal Code Division 26)

24M.100.047 Variances: Warrants and Exceptions

The Administrative Variance procedure set forth in Chapter 24.535 shall not apply in the Midtown Corridors. Instead, there shall be two levels of deviation from the evaluation standards of the Midtown Corridors Development Code: 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 code, but is justified by its ability to fulfill this code’s intent while not compromising its purpose, 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 Zone and Development Standards are mandatory requirements unless approval of a Warrant is obtained:
 - i. Building Placement: Architectural Encroachments
 - ii. Building Type: Minimum Lot Width - by no more than a 10-foot reduction and where all requirements of Chapter 24M.206 (Building Types), exclusive of those measures designated [DR], are met.
- d. Warrants are subject to Director review and action in an Administrative Hearing including prior publication and mailed notice.
- e. Warrants are discouraged but may be permissible when they fulfill the code’s purpose, policies and actions.
- f. Warrants may be obtained for approval of Civic Buildings that do not conform to the Zone and Development Standards Chapter 24M.200.

2. Exceptions

- a. An Exception is a deviation that would permit a practice that is not consistent with a specific provision of this code that is critical to the furtherance of its purpose, 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 Zone and Development 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. Parking: Parking Placement
 - iv. Parking: Parking Requirements
- d. Exceptions are subject to Planning Commission review and action, including prior publication, mailed and posted notice.
- e. Exceptions are strongly discouraged since they severely compromise the ability to fulfill the code’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 Chapter 24M.206 (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, 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 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 Chapter 24M.200 and 24M.202 is warranted.
3. Exceptions: 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.

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.

24M.100.048 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 Chapter 24M.200 and 24M.202 (Zones and Development Standards and Overlay Zones), Chapter 24M.206 (Building Type), and, where applicable, those relating to Nonconformity Regulations; and
2. All permits or approvals 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, platforms, 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 T4.5 General Urban, T5.2 Urban Central 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 T4.5 General Urban, T5.2 Urban Central zones that are exempt from Building Permit requirements in compliance with the Municipal Code and the California Building Code. Additional structures may be approved in compliance with Chapter 24M.200 (Zones and Development 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 Chapter 24M.200 (Zones and Development Standards) and Zoning Regulations Chapter 24.497 (Telecommunications Facilities).

24M.100.050 Rules of Interpretation

Except for Section 24M.102 (relating to the interpretation of Regulating Plan and Transect Zone Boundaries) and Section 24M.203.030 (relating to the interpretation of Land Use Tables), the interpretation of any provision of this Midtown Corridors

Code, including the implementation of the Regulating Plan, shall be carried out in accordance with Section 24.105.080.

24M.100.060 Design Intent and Use of Code

A. URBAN DESIGN INTENT.

The Midtown Corridors Development Code defines development standards for the design of buildings and related site improvements within the areas mapped on the Regulating Plan, Section 24M.102.040.

Generally, the zoning ordinance mainly regulates the intensity and use of development, while this Midtown Corridors Code implements the General Plan more closely by defining and regulating the urban form and character of development as well as its intensity and use. The key organizing principle of this Midtown Corridors Code, and of the General Plan, is the Transect, which is a conceptual and design-oriented device that systematically correlates urban form and character with development intensity and use. Areas of more intense activity and use are required to take on a “more urban” character, while areas of lower intensity activity and use take on a “less urban” or “more rural” character. A summary presentation of the Transect concept may be found in Chapter 3 of the General Plan and its implementation is the basis for Section 24M.102 (Regulating Plan and Transect Zones) herein.

Many of the standards in this Code are similar to those in other Zones throughout the City, including setbacks and height limits. However, this Midtown Corridors Code also provides standards for specific “building types” and “frontage types” that ensure an urban form and character that is suitable to Ventura. These “types” have been selected, and are defined herein, to ensure that the form of new buildings, and their location and configuration upon their lot, is specifically appropriate to Ventura, and to these particular Midtown Corridors, as they abut existing neighborhoods.

It is important to note that Building Types describe the general form, scale, organization and urban character of buildings. This is different from and generally independent of architectural style. The several Building Types and several Frontage Types available in a Zone may be combined in a virtually unlimited number of ways by a skilled designer to meet programmatic requirements, to respond with sensitivity to the existing surrounding urban context, and to become a seamless part of a varied yet unified streetscape and public realm.

The General Plan defines a number of Corridors, including Main Street and Thompson Boulevard as they pass through the Midtown Community. The General Plan directs that these corridors evolve over time to become active mixed-use environments that include residential and mixed-use buildings with higher densities than in the neighborhood interiors, along with a range of amenities within a pleasant walking distance of the adjoining neighborhoods, in transit-oriented use patterns, intensities and urban character.

In order to define and regulate development that will achieve these goals, while ensuring that it is also compatible with the scale and character of adjoining neighborhoods, two Transect Zones have been established for

GENERAL PLAN

Policy 3.9

Promote higher density housing as part of mixed-use developments along parts of Thompson Boulevard and Main Street in Midtown Ventura ...

the Midtown Corridors. The T4.5 and T5.2 zones describe and regulate the intended scale and character of development for properties fronting Main Street and Thompson Boulevard within the Midtown Community, as mapped on the Regulating Plan, Section 24M.102.040. For a complete description of these zones see Section 24M.102.030.

B. HOW TO USE THIS CODE.

To find the development standards that apply to a particular parcel of land, the following steps should be taken:

1. Locate the subject parcel on the Regulating Plan (Section 24M.102.040).
2. Note the Zone designation for that parcel, either T4.5 or T5.2.
3. Also note any special designations for that parcel that may also be present on the Regulating Plan, such as a “2-story height overlay” or a “shopfront required” overlay, as these requirements will supersede other provisions in the T4.5 or T5.2 Zone standards.
4. To determine the uses that are allowed in that Zone, refer to the Land Use Tables (Section 24M.203.031).
5. Then refer to the Zone standards for the Zone that applies to the subject parcel. T4.5 standards are located in Section 24M.200.040, and T5.2 standards are located in Section 24M.200.050. These standards provide all the basic setback and height requirements for the parcel. **Remember that any special designations on the Regulating Plan supersede the information on the Zone page.**
6. The Zone standards specify the setback and height regulations for buildings, parking and associated site improvements, and also identify the Building Types and Frontage Types that are allowed.
7. A range of Building Types – from least urban/intense to most urban/intense – is presented in Section 24M.206.
8. A range of Frontage Types – from least urban to most urban – are presented in Section 24M.204. One of the Types allowed in the applicable Zone must be selected. One of the Types allowed in the applicable Zone must be selected, and integrated with the selected Building Type.
9. Note that Building Types may be combined, as described in Section 24M.210.050 (Mixed Type Development Standards). To promote a diversity of Building Types, and to control the visual scale of new development projects, type mixing is required on parcels over 30,000 s.f. in area.
10. Section 24M.208.030 thru 24M.208.043 describe a range of suggested improvements for Main Street and Thompson Boulevard that would be implemented over time. These are provided for reference only, representing likely conceptual designs for future public improvements, and do not have any regulatory force or effect. It is anticipated that Mobility Plan and Midtown Community Plan efforts will yield final designs for these streets, which will then be incorporated into an amendment to this Code.

24M.102

REGULATING PLAN AND TRANSECT ZONES

24M.102.010 Purpose

This Section establishes the zones applied to property within the City and adopts the Regulating Plan for the Midtown area as its zoning map.

24M.102.020 Regulating Plan and Transect Zones

The Council hereby adopts the Midtown Regulating Plan (hereafter referred to as the “Regulating Plan”), as shown in Figure 1-1, as an amendment to the zoning district map authorized by Section 24.105.040 (Adoption of the Zoning District Map).

A. TRANSECT ZONES ESTABLISHED.

The area within the Regulating Plan boundaries (the “Midtown Corridors Area”) is subject to this Midtown Corridors Development Code, and shall be divided into Transect Zones that implement the Ventura General Plan. The Transect Zones described in Section 24M.102.030 (Transect Zone Descriptions) are hereby established, and shall be shown on the Regulating Plan for the Midtown Corridor area.

B. INTERPRETATION ZONE BOUNDARIES.

If there is uncertainty about the location of any zone boundary shown on the Regulating Plan, the location of the boundary shall be determined by the Director as follows.

1. Where a zone boundary approximately follows a lot line, alley, or street line, the lot line, street or alley centerline shall be construed as the zone boundary, as applicable;
2. If a zone boundary divides a parcel and the boundary line location is not specified by distances printed on the Regulating Plan, the location of the boundary will be determined by using the scale appearing on the Regulating Plan; and
3. Where a public street or alley is officially vacated or abandoned, the property that was formerly in the street or alley will be included within the zone of the adjoining property on either side of the vacated or abandoned street or alley.

C. TRANSECT ZONES, SUB-ZONES AND OVERLAY ZONES.

Each of the six basic Transect Zones represents a spectrum of development characters and intensities. Within T4, for example, these range from the almost exclusively residential, quiet neighborhood interiors, to more active and mixed-use neighborhood activity centers, or neighborhood edges abutting larger, busier streets and transit corridors. Similar systematic variations exist in each Zone. In order to describe these important differences, and to create a regulatory structure with some precision, a number of Sub-Zones may be defined.

The use of Sub-Zones enables development standards that subtly increase or decrease the intensity and urban character from one area to the next, encouraging a seamless transition from street to street and block to block. This tool also allows the standards to be calibrated to existing neighborhood characteristics on adjacent land that are intended to be preserved, protected or extended. The two basic Zones defined in this Code are Sub-Zones T4.5 and T5.2, as described in Section 24M.200.

To provide an even finer level of precision and subtlety the technique of “Overlay Zones” is added. Overlay Zones are applied to specific areas of the Regulating Plan, modifying selected development standards of the underlying Transect Zone. For instance, such an “overlay zone” would modify some combination of the allowed building height, or allowed frontage types, or specific setbacks requirements within the Overlay area as designated on the Regulating Plan, while leaving the other standards of that zone intact. Four Overlay Zones are defined in this Code, as described in Section 24M.202

24M.102.030 Transect Zone Descriptions

TABLE A: Transect Zone Descriptions. This table provides a generalized Transect for Ventura. A detailed description of the Transect refinements used in this Development Code is in Section 24M.102.030 , Subsection A (General Urban Zone - T4.5) and Subsection B (Urban Center Zone-T5.2).

<p>T1 THE NATURAL ZONE consists of the natural and permanent open space areas within Ventura that are intended for preservation. These include the sand beach along the ocean, the Ventura River corridor, the Santa Clara River corridor, the hillsides to the north, and the Ventura/Oxnard Greenbelt to the south, and certain barrancas within the City fabric. The T1 zone may also include lands unsuitable for settlement due to topography, hydrology or vegetation.</p>	
<p>T2 THE RURAL ZONE consists of areas of Ventura that are reserved for agricultural use (SOAR), and have an open “country road” character and are sparsely settled. Significant T2 areas are present between the 101 Freeway and the Santa Clara River in the Olivias, Northbank, Montalvo and Serra Communities; in the “internal greenbelt” running north to Foothill Road through the Serra, and Poinsettia Communities; south of Foothill Road in the Juanamaria and Wells Communities, and in small patches of the North Avenue Community.</p>	
<p>T3 THE SUB-URBAN ZONE, consists of low-density suburban residential areas within the College, Thille Montalvo, Poinsettia, Juanamaria, Serra, Saticoy and Wells Communities. Planting is naturalistic with relatively deep setbacks. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	
<p>T4 THE GENERAL URBAN ZONE consists of a mixed-use but primarily residential urban fabric. It has wide range of building types. Setbacks and landscaping are variable. Streets typically define medium sized blocks.</p>	
<p>T5 THE URBAN CENTER ZONE consists of higher density mixed-use building types that accommodate retail, office, rowhouses and apartment uses. It has a tight network of streets with wide sidewalks, steady tree planting, and buildings set close to the frontages.</p>	
<p>T6 THE URBAN CORE ZONE consists of the heart of Downtown Ventura, which has the highest development intensities in the City and the greatest variety of uses, and important civic buildings. The Downtown is the City’s historic and cultural heart, and the Code is intended to encourage the area to also become richly mixed use, with specialty retail, offices, and residential in mixed use buildings, and a wide variety of quality restaurants. Buildings are generally simpler and boxier in their massing than in other parts of the City, predominantly mixed in use, between 2 and 6 stories in scale, attached to one another, and set close to street frontages. Streetscapes are intended to include wide sidewalks with steady street tree plantings set in the pavement.</p>	

Note: T1, T2, T3 and T6 are shown above for reference, and are not applied to the Midtown corridor area by this Development Code.

D. GENERAL URBAN ZONE (T4.5)

The General Neighborhood Zone (T4) consists of a balanced mix of residential and neighborhood-serving commercial and civic uses within a walkable setting. This is the predominant existing urban condition in Ventura to the west of Mills Road – specifically the Westside, Downtown and Midtown and Pierpont Communities – in which the neighborhoods include walkable streets, reasonably scaled blocks, and building types that generally relate well to the pedestrian. In addition to these mostly pre-1950 neighborhoods, the T4 condition is envisioned by the General Plan as the preferred pattern for most future new neighborhood development in the City.

The T4 “base zone” has been identified as T4.0, and is the quiet neighborhood interior environment, prototypically characterized by single-family detached houses, porch and fence frontages, and narrow neighborhood streets with low traffic speeds and volumes. Such conditions are typical of the neighborhoods north and south of Main Street and Thompson Boulevard, from their origins on the west side of town easterly to Five Points. The T4.0 Zone is expected to be formalized as a Zone when those areas are coded, as part of a future Midtown Community Plan and Code process.

Because the character of T4 within the Downtown Specific Plan is unique, T4.1, T4.2 and T4.3 have been used to describe and regulate various Downtown Neighborhood areas, and T4.4 to describe the neighborhood edge condition along portions of Thompson Boulevard. Those Sub-Zones have been highly customized to the unique conditions of the Downtown, and are thus not well suited to describing future development along the Main and Thompson Corridors as they pass through Midtown. T4.5 is created herein for that purpose, and is applied to portions of the Midtown Corridors with and without Overlay Zones.

The design intent of the T4.5 Zone is to encourage mixed-use and higher density residential infill development within the areas mapped on the Regulating Plan, to achieve the goals of the General Plan, the Midtown By Design plan and the Midtown Charrette plan. Those goals include:

- a. providing new commercial and civic amenities along the Corridors, within pleasant walking distance of residences in the adjoining neighborhoods,
- b. providing housing at higher densities to help reduce the City’s rate of expansion into farmland and natural open space,
- c. creating a living environment that can be effectively served by transit, which will provide Venturans with a new and sustainable lifestyle alternative,
- d. ensuring that the scale and character of new development is compatible with the existing adjoining neighborhoods.

Certain Overlay Zones are provided to modulate that scale and to ensure compatibility with adjacent neighborhoods, see Section 24M.202.



House with Forecourt



Commercial Block building with Gallery



Villa with Stoop and entry Court

E. URBAN CENTER ZONE (T5.2)

The prototypical T5 zone for Ventura is characterized by mixed-use buildings set close to the sidewalk – many with ground floor commercial uses and higher density housing or office uses on upper floors – streets with wide sidewalks and street trees in tree grates, and abundant and managed curbside parking. Building heights will typically be in the 2-4 story range.

The Corridor area near 5-Points, where Main and Thompson meet one another, is identified in key planning documents – including the General Plan, and the Midtown By Design and Midtown Charrette documents – as a more intense “activity center” – with a greater emphasis on commercial use. Accordingly, the portion of this area north of Thompson Boulevard is classified as T5, Urban Center.

The 5-Points Corridor area has greater block and lot sizes than the rest of these Corridors, and is thus able to accommodate larger buildings and denser parking configurations. It also has pre-existing zoning that allows building heights up to 6 stories, and the adjacent Community Memorial Hospital facilities are of that scale already.

Accordingly the Sub-Zone T5.2 Urban Center is defined for this area, See Section 24M.200.050, allowing buildings and streetscapes that are more urban in character than the rest of the Corridors, with buildings up to 6 stories in height. Certain Overlay Zones are provided to modulate that scale and to ensure compatibility with adjacent neighborhoods, see Section 24M.202.



3-story Commercial Block buildings w/ Arcades



Ventura 3-story Commercial Block building



Corner Shopfronts in Commercial Block building

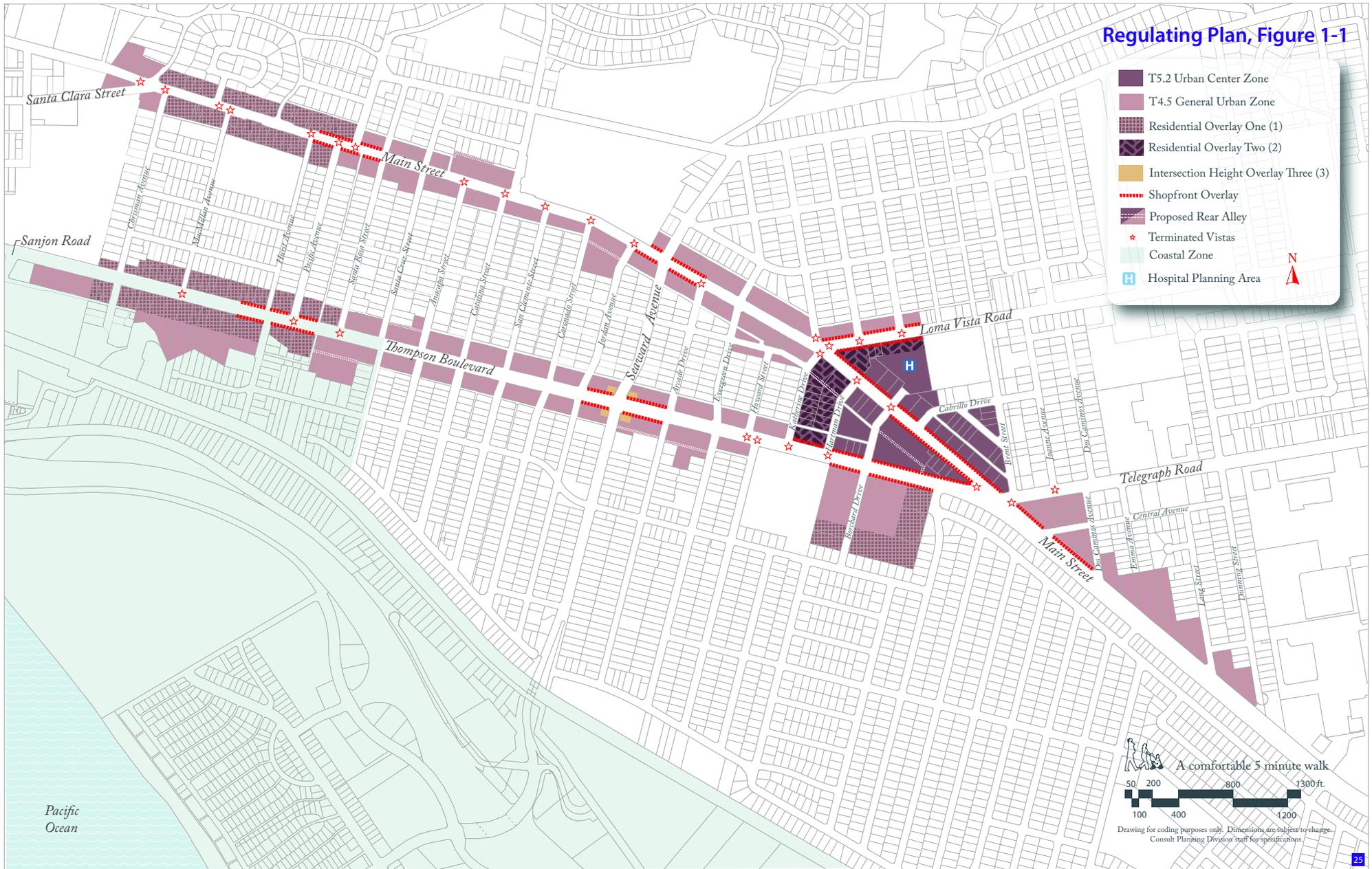


Corner restaurant in Commercial Block building

24.102.040 Regulating Plan

The following page is the Regulating Plan for the Midtown Corridors Development Code. The Regulating Plan is the coding key for the Midtown Corridors Development Code.

Regulating Plan, Figure 1-1



- T5.2 Urban Center Zone
- T4.5 General Urban Zone
- Residential Overlay One (1)
- Residential Overlay Two (2)
- Intersection Height Overlay Three (3)
- Shopfront Overlay
- Proposed Rear Alley
- Terminated Vistas
- Coastal Zone
- Hospital Planning Area



A comfortable 5 minute walk
 50 200 400 800 1200 1300 ft.



Drawing for coding purposes only. Dimensions are subject to change. Consult Planning Division staff for specifications.

Pacific Ocean

24M.200

ZONES AND DEVELOPMENT STANDARDS

24M.200.040 The General Urban Zone (T4.5)

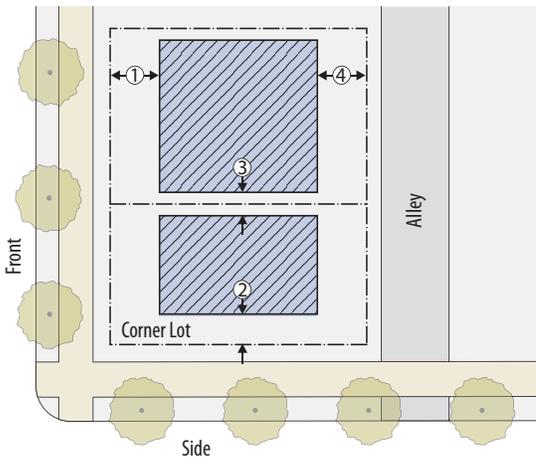


Diagram A: Building Placement

A. BUILDING PLACEMENT.

1. PRIMARY BUILDINGS

A primary building shall be placed on a lot in compliance with the following requirements, within the hatched area as shown in the diagram above, unless specified otherwise by the standards for an allowed building type in Section 24M.206 (Building Type Standards).

1. Front Setback: 0' min., 20' max., and per Allowed Frontage Types.
2. Side Street Setback: 5' min., and per Allowed Frontage Types.
3. Side Yard Setback: 5' min.
4. Rear Setback:
 - a. With alley:
 - i. If the alley is 20' wide: 5' min. to any 1- or 2-story buildings, 10' min. to 3-story elements.
 - ii. If the alley is less than 20' wide: 5' min. to any 1- or 2-story buildings, 20' min. to 3-story elements.
 - b. Without alley: 20' min. to any 1- or 2-story buildings, 30' min. to any 3-story elements.

2. ACCESSORY BUILDINGS

An accessory building shall be placed on a lot in compliance with the following requirements, within the hatched area shown in Diagram C (Parking Placement).

1. Street Setback: Within the 50% of lot nearest the rear lot line.
2. Side Street Setback: 5' min.
3. Side Yard Setback: 5' min.
4. Rear Setback:
 - a. 1-story buildings: 5' min.
 - b. 2- or 3-story buildings: Same as for Primary Building.

3. ARCHITECTURAL ENCROACHMENTS

Patios, uncovered stoops, roof overhangs, and awnings may encroach 8' max. into the required setbacks, as may be further limited by the UBC.

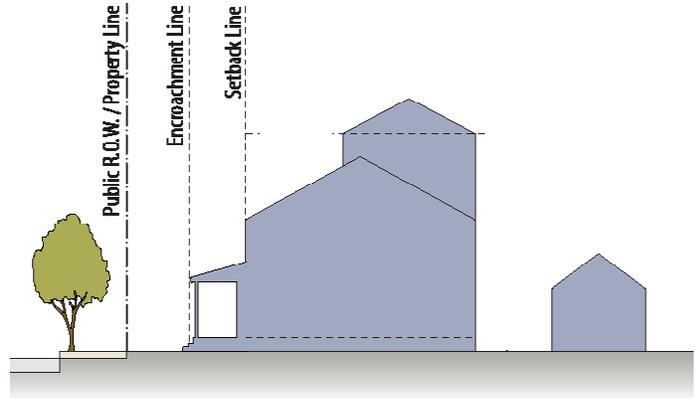


Diagram B: Building Profile

B. BUILDING PROFILE AND FRONTAGE.

1. HEIGHT

Each structure shall comply with the following height limits.

1. Maximum height: 3 stories to parapet or ridge line for primary building. For flat roof, the maximum height of the parapet cannot exceed 40 feet; and for sloping roof, the maximum height of the roof ridge cannot exceed 45 feet.
2. Minimum Floor to floor: 15' min. for a primary building ground floor.
3. Accessory Buildings: 24' max. to eave.

2. ALLOWED FRONTAGE TYPES

Only the following frontage types are allowed within the T4.5 zone, except that within the Shopfront Overlay, only the Shopfront & Awning type is allowed. The streetfacing facade of each primary building shall be designed as one of the following frontage types, in compliance with Section 24M.204 (Frontage Type Standards).

- a. Common Yard - 15' min. Setback.
- b. Door Yard - 10' min. Setback.
- c. Porch & Fence - 15' min. Setback.
- d. Stoop - 10' min. Setback.
- e. Forecourt - 15' min. Setback.
- f. Lightcourt - 10' min. Setback.
- g. Shopfront & Awning - 0' min. Setback.¹
- h. Gallery.

3. SIDE YARD PLANE

As applicable to north-south through streets (see definition).

Note:

1. 5' min. Setback on side streets, see Shopfront Overlay zone.

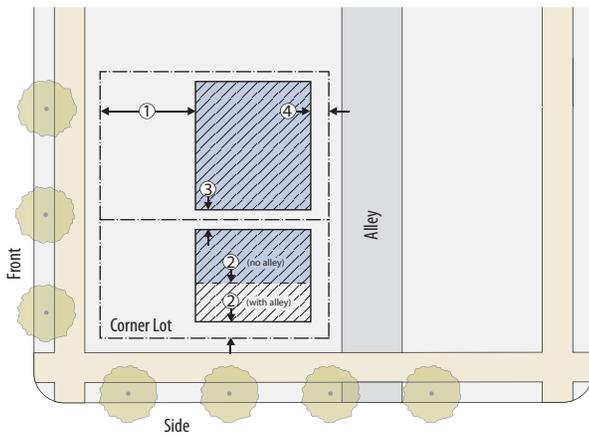


Diagram c: Parking Placement

C. PARKING AND SERVICES.

1. PARKING AND SERVICES PLACEMENT

- a. Off-street parking and services shall be placed on a lot in compliance with the following requirements, within the hatched area shown on the diagram above, unless subterranean.
 1. Street Setback: Within the 50% of lot nearest the rear lot line.
 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 shall not extend beyond building footprint, and may extend to a height of 3' max. above finished grade, provided that garage perimeter wall either aligns with face or building or becomes part of a Stoop or Door Yard frontage type.

2. PARKING REQUIREMENTS

Each site shall be provided off-street parking as follows, designed in compliance with the requirements in Zoning Ordinance Chapter 24.415.

- a. Residential uses
 - 1-2 Dwelling units: 2 car garage per unit
 - 3 Dwelling units (apartments):
 - 1 covered for 1 bedroom units
 - 1 covered +1 uncovered for 2+ bedroom units
 - 1/4 uncovered/unit for guest parking
 - Condominiums:
 - 2 1/2 spaces per unit
 - (2 of which need to be in the garage)
- b. Non-Residential:
 - 1 parking space per 300 s.f. of gross floor area.

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							
Row House							
Live/Work							
Side Court Housing							
Courtyard Housing							
Stacked Dwelling	Only allowed as part of Mixed Type Projects. ¹						
Commercial Block							

Allowed Building Type Table

Only the building types shown in the table above are allowed in the T4.5 General Urban zone, on lots of the minimum widths shown. Each allowed building type shall be designed in compliance with Section 24M.206 (Building Type Standards).

E. ALLOWED LAND USES.

Only a land use identified as permitted or conditional by Section 24M.203.031 (Land Use Tables) shall be established on a lot in the T4.5 - General Urban zone, in compliance with the planning permit requirements of Section 24M.203.020.

Note:

- 1. Mixed Type Development is described in Section 24M.210. Mixed Type Development is required on parcels of 30,000 s.f. or more and allowed on parcels of any size.

24M.200.050 The Urban Center Zone (T5.2)

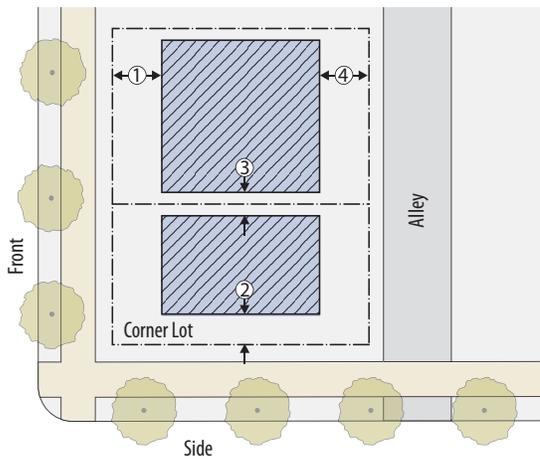


Diagram A: Building Placement

A. BUILDING PLACEMENT.

1. PRIMARY BUILDINGS

A primary building shall be placed on a lot in compliance with the following requirements, within the hatched area as shown in the diagram above, unless specified otherwise by the standards for an allowed building type in Section 24M.206 (Building Type Standards).

1. Front Setback: 0' min., 10' max., and per Allowed Frontage Types.
2. Side Street Setback: Same as Street Setback.
3. Side Yard Setback: 0' min.
4. Rear Setback:
 - a. With alley: 5' min. to any 1- or 2-story buildings, 10' min. to any 3-story elements, 20' min. to any elements 4-stories or higher.
 - b. Without alley: 20' min. to any 1- or 2-story buildings, 30' min. to any 3-story elements, 40' min. to any elements 4-stories or higher.
5. Buildings on corner lots shall be setback from side street frontage (right-of-way) line as required by the chosen frontage type, except that side street shopfronts shall be setback a minimum of 5' from side street frontage line.

2. ACCESSORY BUILDINGS

An accessory building shall be placed on a lot in compliance with the following requirements, within the hatched area shown in Diagram C (Parking Placement).

1. Street Setback: Within the 50% of lot nearest the rear lot line.
2. Side Street Setback: 5' min.
3. Side Yard Setback: 5' min.
4. Rear Setback:
 - a. 1-story buildings: 5' min.
 - b. 2- or 3-story buildings: Same as for Primary Building.

3. ARCHITECTURAL ENCROACHMENTS

Patios, uncovered stoops, roof overhangs, and awnings may encroach 8' max. into the required setbacks, as may be further limited by the UBC.

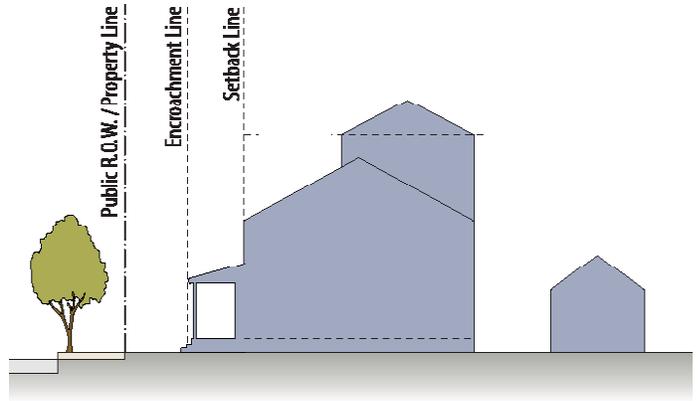


Diagram B: Building Profile

B. BUILDING PROFILE AND FRONTAGE.

1. HEIGHT

Each structure shall comply with the following height limits.

1. Maximum height: 6 stories to parapet or ridge line for primary building. For flat roof, the maximum height of the parapet cannot exceed 70 feet; and for sloping roof, the maximum height of the roof ridge cannot exceed 75 feet.
2. Minimum Floor to floor: 15' min. for a primary building ground floor.
3. Accessory Buildings: 24' max. to eave.
4. Buildings or portions of the buildings 2 stories high shall be setback a minimum of 20' from any single-family residential lot.

2. ALLOWED FRONTAGE TYPES

Only the following frontage types are allowed within the T5.2 zone, except that within the Shopfront Overlay, only the Shopfront & Awning type is allowed. The streetfacing facade of each primary building shall be designed as one of the following frontage types, in compliance with Section 24M.204 (Frontage Type Standards).

- a. Stoop - 5' min. Setback.
- b. Forecourt - 10' min. Setback.
- c. Shopfront & Awning - 0' min. Setback.¹
- d. Gallery.
- e. Arcade

3. SIDE YARD PLANE

As applicable to north-south through streets (see definition).

Note:

1. 5' min. Setback on side streets, see Shopfront Overlay zone.

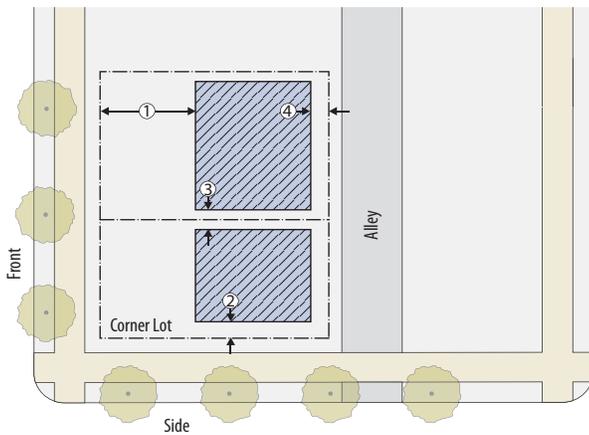


Diagram c: Parking Placement

C. PARKING AND SERVICES.

1. PARKING AND SERVICES PLACEMENT

- a. Off-street parking and services shall be placed on a lot in compliance with the following requirements, within the hatched area shown on the diagram above, unless subterranean.
 - 1. Street Setback: Within the 50% of lot nearest the rear lot line.
 - 2. Side Street Setback: 5' min.
 - 3. Side Yard Setback: 5' min.
 - 4. Rear Setback: 3' min.
- b. Subterranean parking shall not extend beyond building footprint, and may extend to a height of 3' max. above finished grade, provided that garage perimeter wall either aligns with face or building or becomes part of a Stoop or Door Yard frontage type.

2. PARKING REQUIREMENTS

Each site shall be provided off-street parking as follows, designed in compliance with the requirements in Zoning Ordinance Chapter 24.415.

- a. Residential uses
 - 1-2 Dwelling units: 2 car garage per unit
 - 3 Dwelling units (apartments):
 - 1 covered for 1 bedroom units
 - 1 covered +1 uncovered for 2+ bedroom units
 - 1/4 uncovered/unit for guest parking
 - Condominiums:
 - 2 1/2 spaces per unit
 - (2 of which need to be in the garage)
- b. Non-Residential:
 - 1 parking space per 300 s.f. of gross floor area.

Building Type	Allowed Lot Widths						
	25'	35'	50'	75'	100'	125'	150'
Bungalow Court							
Row House							
Live/Work							
Side Court Housing							
Courtyard Housing							
Stacked Dwelling	Only allowed as part of Mixed Type Projects. ¹						
Commercial Block							

Allowed Building Type Table

D. BUILDING TYPES.

Only the building types shown in the table above are allowed in the T5.2 Urban Center zone, on lots of the minimum widths shown. Each allowed building type shall be designed in compliance with Section 24M.206 (Building Type Standards).

E. ALLOWED LAND USES.

Only a land use identified as permitted or conditional by Section 24M.203.031 (Land Use Tables) shall be established on a lot in the T5.2 Urban Center zone, in compliance with the planning permit requirements of Section 24M.203.020.

Special hospital development standards will warrant city consideration of specific plan proposals for future major hospital developments.

Note:

- 1. Mixed Type Development is described in Section 24M.210. Mixed Type Development is required on parcels of 30,000 s.f. or more and allowed on parcels of any size.

24M.202

OVERLAY ZONES

24M.202.010 Purpose

To provide an even finer level of precision and subtlety – without the need to describe dozens of sub-zones for each of the 6 basic transect zones – the technique of “Overlay Zones” is added. Overlay Zones are applied to specific areas of the Regulating Plan, modifying selected development standards of the underlying Transect Zone. For instance, such an “overlay zone” would modify some combination of the allowed building height, or allowed frontage types, or specific setbacks requirements within the Overlay area as designated on the Regulating Plan, while leaving the other standards of that zone intact.

This Section provides regulations for development and new land uses in the overlay zones that are identified in this Section applied to property by the Regulating Plan (Section 30.102). Overlay zones provide standards that apply in addition to those of the primary zone, to address important and localized site, environmental, safety, compatibility, or design issues.

24M.202.020 Applicability of Overlay Zones

The provisions of this Section apply to proposed development and land uses in addition to all other applicable requirements of the primary zone. In the event of a conflict between a requirement in this Section and the primary zone, the requirement in this Section shall control.

A. MAPPING OF OVERLAY ZONES.

The applicability of an overlay zone to a specific site is shown by the Regulating Plan (Section 24M.102).

B. ALLOWED LAND USES, PERMIT REQUIREMENTS, DEVELOPMENT STANDARDS.

Except as may be otherwise provided by this Section for a specific overlay zone:

1. Development and new land uses within a overlay zone shall comply with all applicable development standards of the primary zone, and all other applicable provisions of this Development Code;
2. Any land use normally allowed in the primary zone by this Development Code may be allowed within a overlay zone, subject to any additional requirements of the overlay zone; and

3. Development and new land uses within a overlay zone shall obtain the zoning approvals required by this Development Code for the primary zone.

24M.202.030 Residential Overlay One (1)

The provisions of this Section apply to proposed development and land uses in addition to all other applicable requirements of the primary zone. In the event of a conflict between a requirement in this Section and the primary zone, the requirement in this Section shall control.

A. PURPOSE.

The Residential Overlay One (1) is intended to limit the allowable scale of new construction so as to maintain compatibility with existing adjacent development and provide a gradual transition to areas of greater building intensity.

B. APPLICABILITY.

Buildings in the Residential Overlay One (1) shall satisfy all of the following requirements:

1. No building shall exceed a height of two stories. For flat roof, the maximum height of the parapet cannot exceed 30 feet; and for sloping roof, the maximum height of the roof ridge cannot exceed 35 feet.
2. The Commercial Block building type is prohibited.
3. The Live-Work and Rowhouse building types are allowed, but only with a maximum unbroken facade length of 50 feet.

24M.202.040 Residential Overlay Two (2)

A. PURPOSE.

The Residential Overlay Two (2) is intended to limit the allowable scale of new construction so as to maintain compatibility with existing adjacent development and provide a gradual transition to areas of greater building height.

B. APPLICABILITY.

Buildings in the Residential Overlay Two (2) shall satisfy all of the following requirements:

1. No building shall exceed a height of three stories. For flat roof, the maximum height of the parapet cannot exceed 40 feet; and for sloping roof, the maximum height of the roof ridge cannot exceed 45 feet.

24M.202.050 Shopfront Overlay (SF)

A. PURPOSE.

The Shopfront Overlay identifies street frontages intended to become or be maintained as areas for retail shops and other pedestrian-oriented businesses at the sidewalk level.

B. APPLICABILITY.

The street-facing facade of each building within the Shopfront Overlay shall be designed as the Shopfront & Awning frontage type, in compliance with Section 24M.204.080 (Shopfront & Awning), and with ceiling heights no less than 12 feet.

24M.202.060 Terminated Vistas Overlay

A. PURPOSE.

The Terminated Vista Overlay identifies locations where streets terminate. Some of the locations identified are Civic/School sites and future planning of these sites should include special building or landscape elements, whenever possible.

B. APPLICABILITY.

1. Where the side street does not continue through from either the north to the south, or vice-versa the following shall be provided:
 - a. A paseo, courtyard or significantly articulated building facade shall be required to terminate the vista. As determined by the Decision-Making Authority. See Regulating Plan.
2. Buildings on the north side of a terminated vista may have a third story provided that the third story is setback or otherwise designed so that the ridge line of the applicable vista is visible from a point 200' south of the parcel and 5' high located in the centerline of the abutting north-south street.

24M.202 .070 Intersection Height Overlay

A. PURPOSE.

The Intersection Height Overlay identifies locations at the intersections of major thoroughfare where additional building height and mass is desirable.

B. APPLICABILITY.

Buildings in the Intersection Height Overlay may include elements, including usable square footage, that do not exceed four stories. For flat roof, the maximum height of the parapet cannot exceed 50 feet; and for sloping roof the maximum height of the roof ridge cannot exceed 55 feet. The fourth story element shall not dominate the building frontage, as determined by the Decision-Making Authority.

24M.203

ALLOWABLE LAND USES

24M.203.010 Purpose

This Section identifies the land use types allowed in each zone established by the Regulating Plan and determines the type of City approval required for each use.

24M.203.020 Applicability

A lot or building shall be occupied by only the land uses allowed by Table B within the zone applied to the site by the Regulating Plan. Each land use listed in Table B is defined in Section 24M.300 (Glossary).

24M.203.030 Land Use Tables

A. ALLOWED LAND USES.

1. Establishment of an allowed use. Any one or more land uses identified by Table B as being allowed within a specific zone may be established on any lot within that zone, subject to the planning permit requirement listed in the Table B, and in compliance with all applicable requirements of this Development Code.
2. Use not listed.
 - a. A land use that is not listed in Table B, and is determined by the Director to not be included in Section 24M.300 (Glossary) under the definition of a listed land use, is not allowed, except as otherwise provided in Subsection A.3.
 - b. A land use that is listed in the table, but not within a particular zone is not allowed within that zone, except as otherwise provided in Subsection A.3.
3. Similar and compatible use may be allowed. The Director may determine that a proposed use not listed in Table B is allowable in compliance with the procedure in Zoning Ordinance Chapter 24.115.130.
4. Permit requirements and development standards. When the Director determines that a proposed, but unlisted, use is similar to a listed use, the proposed use will be treated in the same manner as the listed use in determining where it is allowed, what permits are required, and

what other standards and requirements of this Development Code apply.

5. Temporary uses. Temporary uses are allowed in compliance with the Temporary Use Permit requirements of the Zoning Ordinance.

B. PERMIT REQUIREMENTS.

Table B provides for land uses that are:

1. Permitted subject to compliance with all applicable provisions of this Development Code. These are shown as “P” uses in the table;
2. Allowed subject to the approval of a Use Permit (Zoning Ordinance Chapter 24.520), or Director’s Permit (Zoning Ordinance 24.505), and shown as “UP” or “UP” uses in the table;
3. Not allowed in particular zones, and shown as a “—” in the table.

C. STANDARDS FOR SPECIFIC LAND USES.

Where the last column in Table B (“Additional Regulations”) includes a Section number, the regulation in the referenced section also applies to the use. Requirements in other sections of this Development Code or the Zoning Ordinance may also apply.

D. ADDITIONAL CITY APPROVAL REQUIREMENTS.

Where the last column in Table B (“Additional Regulations”) includes a Section number, the regulation in the referenced section also applies to the use. Requirements in other sections of this Development Code or the Zoning Ordinance may also apply.

24M.203.031 Land Use Tables

TABLE B: Specific Function. This table expands the Building Function categories of Table A to delegate specific functions within the Transect Zones.

Allowed Land Uses and Permit Requirements for Midtown Zones	P	Permitted Use		
	DP	Director's Permit required		
	UP	Use Permit required		
	—	Not Allowed		
Land Use Types (1)	PERMIT REQUIRED BY ZONE			Additional Regulations
	T4.5	T4.5-SF	T5.2	

INDUSTRY, MANUFACTURING & PROCESSING, WHOLESALING

Laboratory - Medical, analytical	—	P(2)	P(2)	
Printing and publishing	DP	DP(4)	P(2)	
Research and development	DP	DP(4)	P(2)	

RECREATION, EDUCATION & PUBLIC SAFETY

Adult business	—	—	—	
Community meeting	UP	UP	UP	ZO 24.480
Health/fitness facility	P	P	P	
Library, museum	P	P	P	
Live entertainment	—	UP	UP	
School, public or private	UP	UP	UP	
Studio - Art, dance, martial arts, music, etc.	P	P	P	

RESIDENTIAL

Dwelling - Multi-unit	P	P	P	
Dwelling - Second unit/carriage house	P	P	—	
Dwelling - Single dwelling	P	—	—	
Home occupation	P	P	P	
Live/work	DP	P	P	
Residential accessory use or structure	P	P	P	
Special Residence	UP	UP	UP	

Key to Zone Symbols

T4.5	Urban General	T5.2	Urban Center
T4.5-SF	Urban General - Shopfront Overlay		
CTO	Refer to (Regulating Plan Figure 1-1 for parcels within the Coastal Zone subject to provisions of Municipal Code Section 24.310.050 for Low Cost Visitor Service Facilities		

Notes:

- (1) A definition of each listed type is in Section 24.300 (Definitions).
 - (2) Use allowed only on second or upper floor, or behind ground floor street frontage use.
 - (3) Use Permit as may be required by ZO 24.497
 - (4) Permitted by right on second floor & above.
 - (5) Director's Permit may be required ZO24.505
 - (6) Sales and maintenance of electric vehicles with Federally rated top speed of 45 mph permitted by right.
- * Permitted use within the Coastal Area.

TABLE B: Specific Function. (Continued)

Allowed Land Uses and Permit Requirements for Mid-town Zones	P Permitted Use			
	DP Director's Permit required			
	UP Use Permit required			
	— Not Allowed			
Land Use Types (1)	PERMIT REQUIRED BY ZONE			Additional Regulations
	T4.5	T4.5-SF	T5.2	

RETAIL

Bar, tavern, night club	UP	UP	UP	ZO 24.460
Farmers' Market, Certified Gas Stations	DP	DP	DP	
General retail, except, with any of the following features	—	UP	—	
Alcoholic beverage sales	P	P	P	
Auto- or motor-vehicle related sales or services	UP	UP	UP	ZO 24.460
Drive-through facility	—(6)	—(6)	—(6)	
Floor area over 20,000 s.f.	—	—	UP	
Operating between 11:00 pm and 7:00 am	—	UP	UP	
Thrift Stores	DP	DP	DP	ZO 24.505
Restaurant	P*	P	P	

SERVICES - BUSINESS, FINANCIAL, PROFESSIONAL

Bank, financial services	P	P	P	
Business support service	P	P	P	
Medical/Dental	P	P(2)	P(2)	
Office	P	P	P	

SERVICES - GENERAL

Catering service	P	P	P	
Day care	P	P	P	
Drive-through service	—	—	—	
Emergency Shelter	P	P	P	ZO 24.437
Lodging	P*	UP	P	
Mortuary, funeral home	UP	UP	UP	
Personal Services	P	P	P	
Personal Services: Restricted	--	--	--	ZO 24.115.3325

TRANSPORTATION, COMMUNICATIONS, INFRASTRUCTURE

Parking facility, public or commercial	—	—	P	
Wireless telecommunications facility	UP	UP	UP	ZO 24.497 (3)
Transit station or terminal	UP	UP	UP	

24M.204

FRONTAGE TYPE STANDARDS

24M.204.010 Purpose and Applicability

A. PURPOSE.

This Section identifies the frontage types allowed within the Midtown Area, and provides design standards for each type, to ensure that proposed development relates to its street frontage as necessary to appropriately form the public realm of the street.

B. APPLICABILITY.

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

C. ALLOWABLE FRONTAGE TYPES BY ZONE.

A lot may be developed only with a building having a frontage type allowed by Section 24M.200.040 or 24M.200.050 in the transect zone applicable to the lot.

24M.204.012 Frontage Summary and Definitions

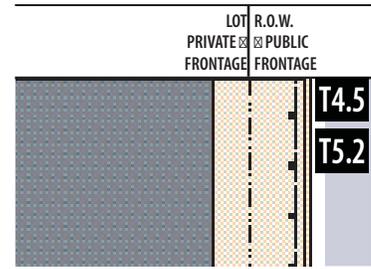
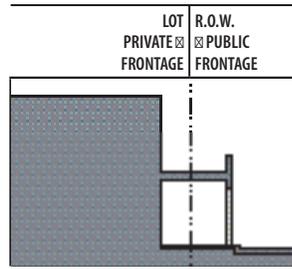
The character and arrangement of the private frontage is regulated by the Frontage Type Standards herein, these shall be applied to each Neighborhood Zone to create a particular and appropriate transitional relationship between the private and public realm. This relationship between the private and public realm is what collectively defines the nature of the streetscape. Frontage types are required for all buildings within each zone as shown in Table C. Frontage types represent a range of extensions of the basic façade of the building. While the Urban Standards of this Code provide a range of frontage types permitted within each zone, the actual choice and review of a type shall be dictated by individual building designs and, ultimately, the Design Review Committee's discretion.

TABLE C: Private Frontages. The Private Frontage is the area between the building and the lot lines.

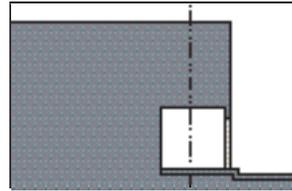
	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE	
<p>a. Common Yard: a frontage wherein the facade is set back substantially from the frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.</p>			T4.5
<p>b. Porch & Fence: a frontage wherein the facade is set back from the frontage line with an attached porch permitted to encroach. A fence at the frontage line maintains the demarcation of the yard. The porches shall be no less than 8 feet deep.</p>			T4.5
<p>c. Dooryard: a frontage wherein the facade is set back from the frontage line with an elevated garden or terrace permitted to encroach. This type can effectively buffer residential quarters from the sidewalk, while removing the private yard from public encroachment. The terrace is suitable for cafes as the eye of the sitter is level with that of the standing passerby.</p>			T4.5
<p>d. Stoop: a frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor residential use.</p>			T4.5 T5.2
<p>e. Forecourt: a frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.</p>			T4.5 T5.2
<p>f. Lightcourt: a frontage wherein the facade is setback from the frontage line by a sunken lightcourt. 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.</p>			T4.5
<p>g. Shopfront and Awning: a frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that may overlap the sidewalk to the maximum extent possible.</p>			T4.5 T5.2

TABLE C: Private Frontages. (continued)

h. Gallery: a frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb. Notwithstanding the graphic, encroachments will not be permitted.



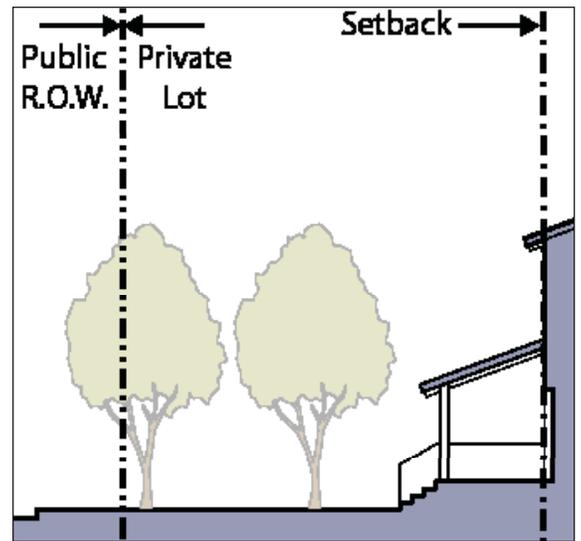
i. Arcade: a frontage wherein the facade is a colonnade that overlaps the sidewalk, while the facade at sidewalk level remains at the frontage line. This type is conventional for retail use. The arcade shall be no less than 12 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb. Notwithstanding the graphic, encroachments will not be permitted.



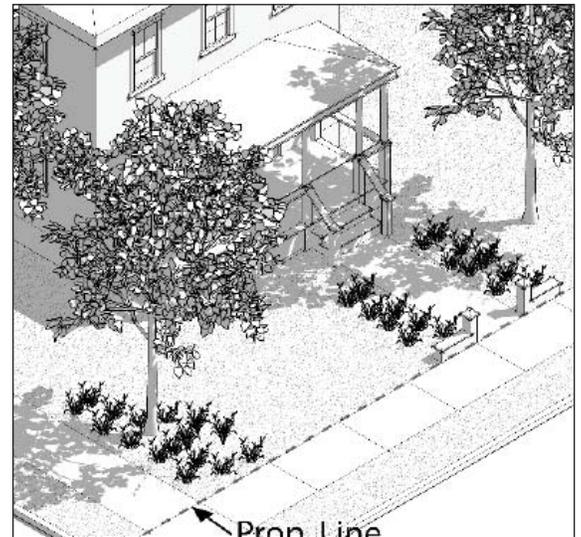
24M.204.020 Common Yard

A. DESCRIPTION.

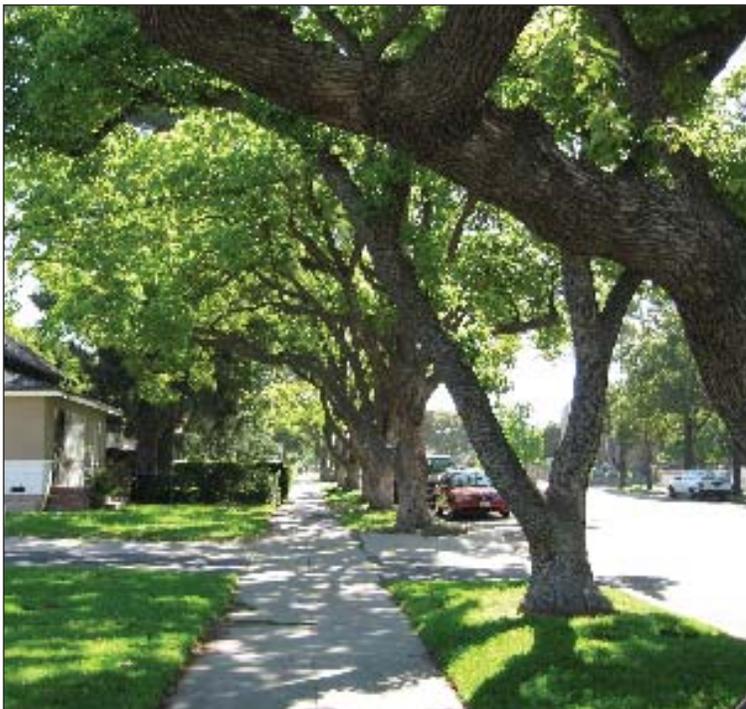
A frontage wherein the facade is set back substantially from the property line/frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.



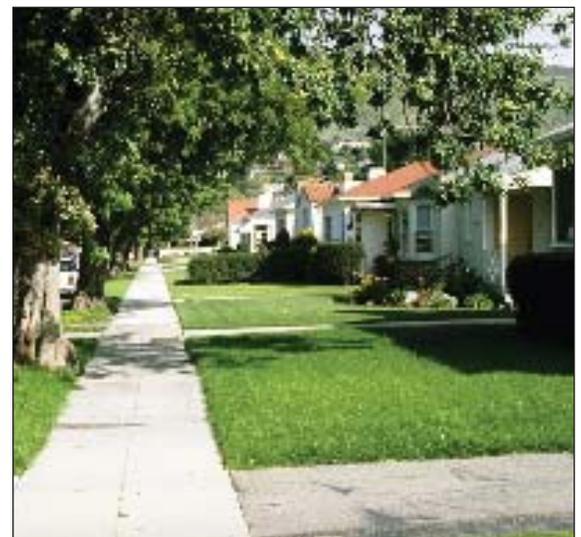
Section Diagram



Axonometric Diagram



Illustrative Photo



Illustrative Photo

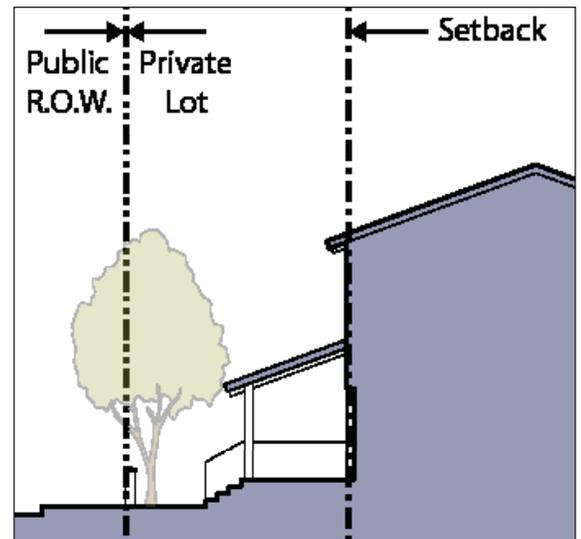
24M.204.030 Porch and Fence

A. DESCRIPTION.

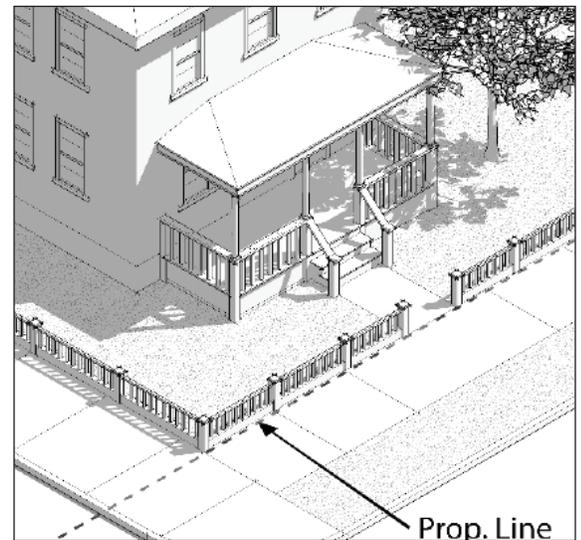
Fences are common frontages associated with single family houses, where the facade is setback from the right-of-way with a front yard. A fence or wall at the property line may be used to define the private space of the yard. An encroaching porch may also be appended to the facade. A great variety of porch and fence designs are possible including a raised front yard with a retaining wall at the property line with entry steps to the yard.

B. DESIGN STANDARDS.

1. Porch Encroachment into Street Build-to-Line: 8' max.
2. Porches shall be 8' min. deep (clear), 12' min. wide (clear) and 9' min. tall (clear).
3. Porches shall be raised 18" min. and 3' max. from the adjacent finished grade, and located at the 1st story.
4. Fences enclosing the front yard shall not exceed 4' in height from the adjacent sidewalk.
5. Fences may be made of wood or wrought iron. Wood fences shall be 30% opaque minimum. Wrought iron shall be vertical, 5/8" minimum dimension, 4" - 6" spacing.
6. The length shall be at least 40% of the facade when in keeping with traditional architectural expressions (e.g., Victorian, Greek Revival, Gothic Revival, etc.).



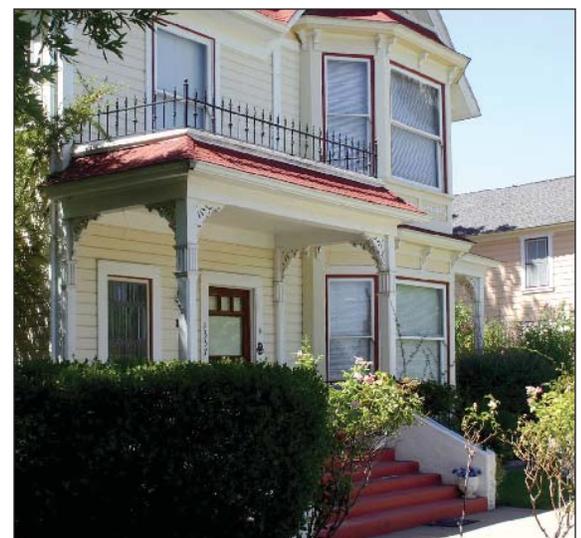
Section Diagram



Axonometric Diagram



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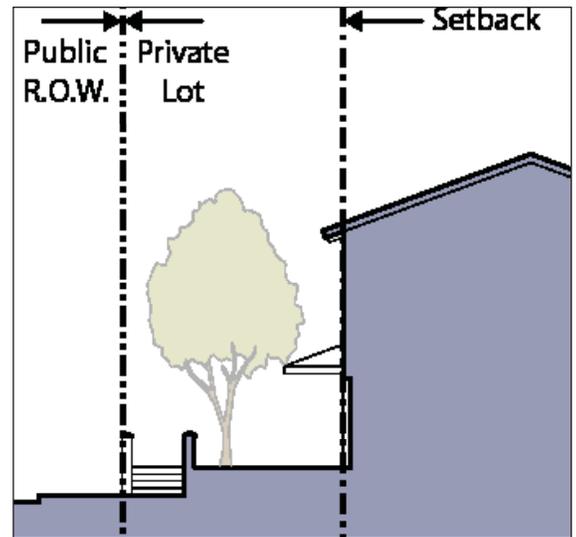
24M.204.040 Dooryard (a synonym of Terrace)

A. DESCRIPTION.

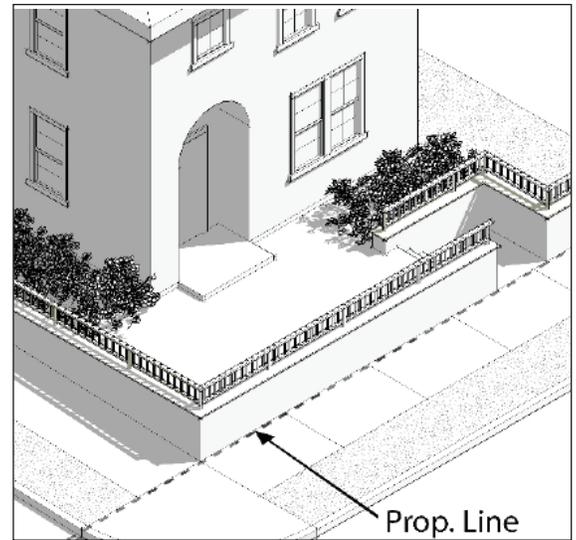
Dooryards are elevated gardens or terraces that are set back from the frontage line. This type can effectively buffer residential quarters from the sidewalk, while removing the private yard from public encroachment. The terrace is also suitable for restaurants and cafes as the eye of the sitter is level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

B. DESIGN STANDARDS.

1. Dooryards/Terraces shall be 10' min. deep, and raised at least 12" above, but no more than 5' above, the finished grade.
2. A retaining wall may be built around the dooryard or terrace.
3. The retaining wall may not be higher than structurally necessary.
4. The retaining wall may be constructed of stucco, brick, or stone, alone or in combination.



Section Diagram



Axonometric Diagram



Illustrative Photo



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24M.204.050 Stoop

A. DESCRIPTION.

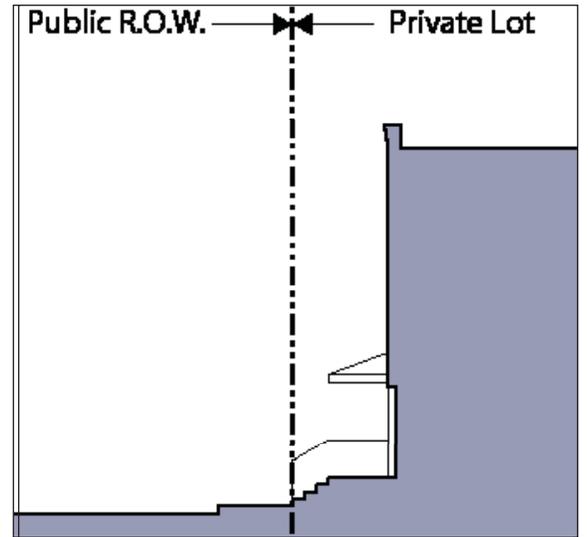
Stoops are elevated entry porches/stairs placed close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows and front rooms. The stoop is suitable for ground-floor residential use at short setbacks. A shed roof may also cover the stoop. This type may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

B. DESIGN STANDARDS.

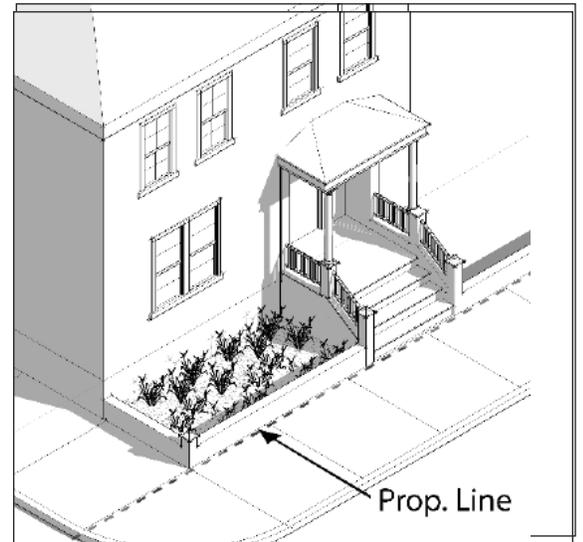
1. Street Build-to-Line Encroachment: 8' max.
2. Stoops shall be raised 18" min. and 36" max. from the finished grade.
3. Stoops must correspond directly with the building entry(s) and be at least 3' wide (perpendicular to or parallel with the adjacent walk).
4. Stoops shall be 6' min. and 10' max. wide.
5. There may be a low (30" or less) decorative fence along the property lines.



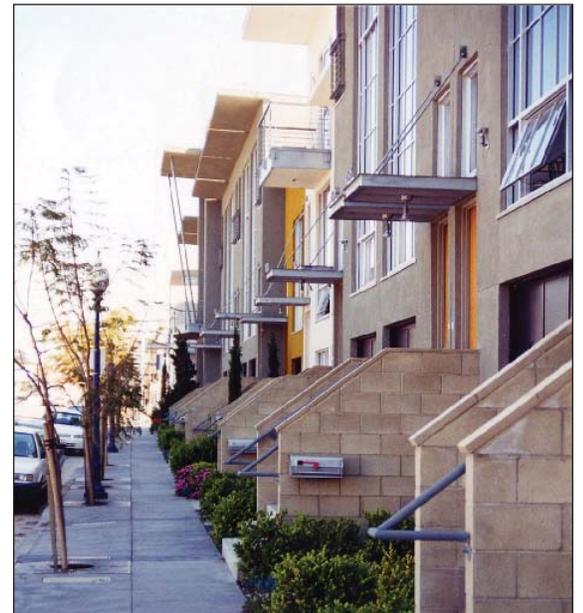
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Section Diagram



Axonometric Diagram



Illustrative Photo

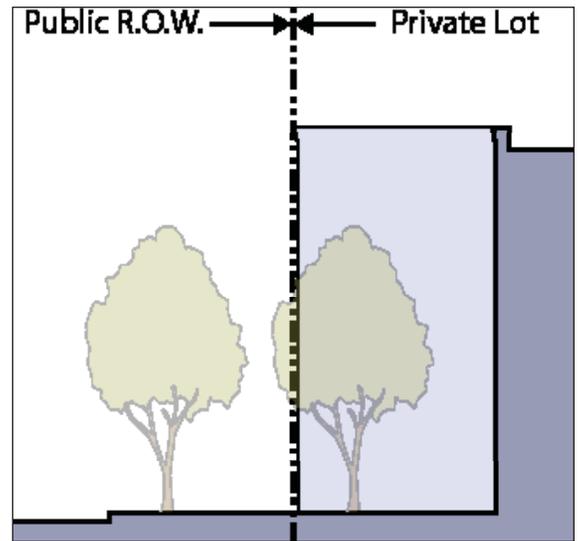
24M.204.060 Forecourt

A. DESCRIPTION.

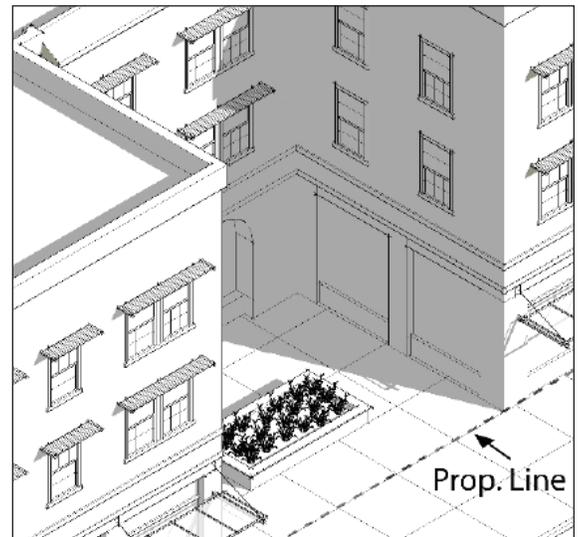
Forecourts are uncovered courts within a storefront, gallery or arcade frontage, wherein a portion of the facade is recessed from the building Frontage. The court is suitable for outdoor dining, gardens, vehicular drop-offs, and utility off loading. A fence or wall at the property line may be used to define the private space of the court. The court may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the court. This type should be used sparingly and in conjunction with Stoops and Shopfronts.

B. DESIGN STANDARDS.

1. A forecourt shall be 10' deep min. (clear) and 30' deep max. (clear)
2. A forecourt shall be 10' wide min. and 50' wide max. or 50% of lot width, whichever is less.
3. 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.
4. A one-story fence or wall at the property line may be used to define the private space of the court.



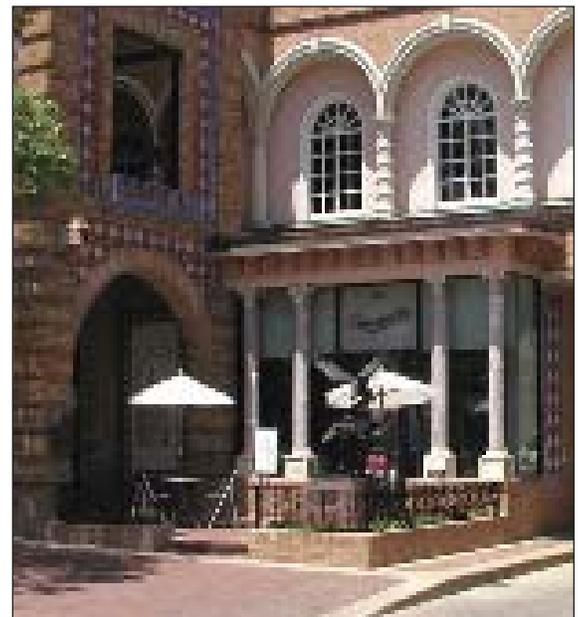
Section Diagram



Axonometric Diagram



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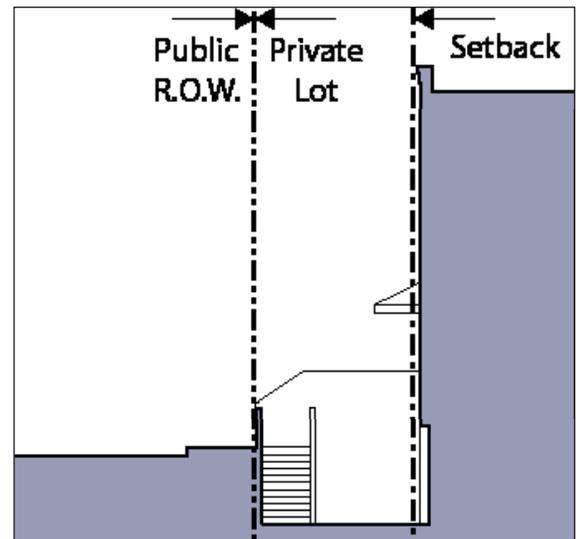
24M.204.070 Lightcourt

A. DESCRIPTION.

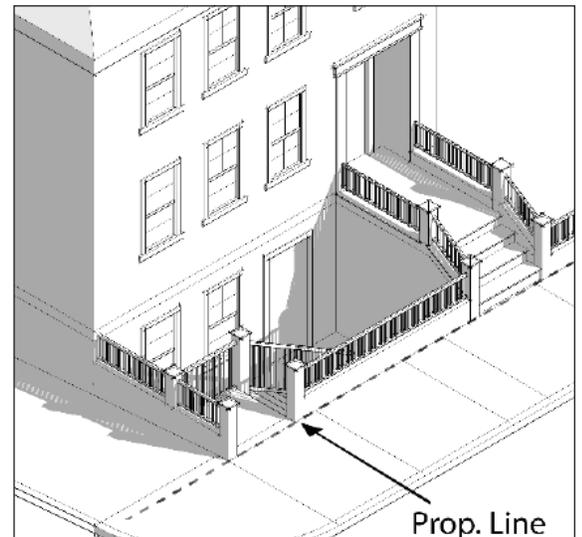
Lightcourts are frontages wherein the facade is set back from the frontage line by a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The lightcourt is suitable for conversion to outdoor cafes.

B. DESIGN STANDARDS.

1. Basements accessed by a lightcourt shall be depressed at least 5' below, but not more than 7' below, the adjacent sidewalk.
2. Ground floors accessed by a lightcourt shall be raised at least 12" above, but no more than 5' above, the adjacent sidewalk.
3. Lightcourts must correspond directly with the building entry(s) and the stairs may be perpendicular to or parallel with the adjacent walk.
4. Lightcourts shall be at least 10' wide, clear of the stair to the raised ground floor.



Section Diagram



Axonometric Diagram



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24M.204.080 Shopfront and Awning

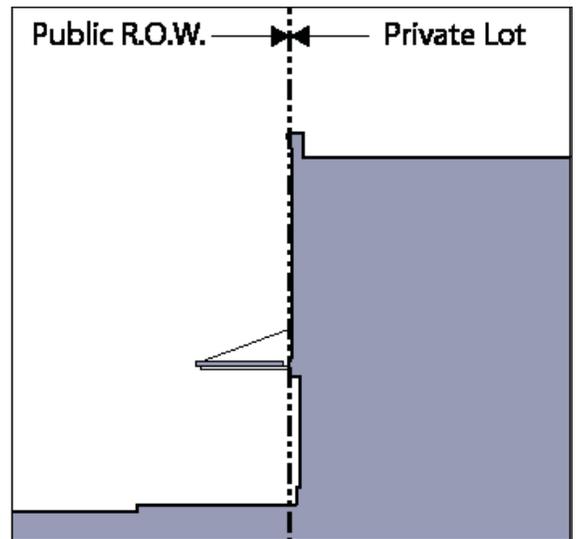
A. DESCRIPTION.

Typically, the Shopfront & Awning frontage type applies to storefronts. Storefronts are facades placed at or close to the right-of way line, with the entrance at sidewalk grade. They are conventional for retail frontage and are commonly equipped with cantilevered shed roof(s) or awning(s). Recessed storefronts are also acceptable. The absence of a raised ground floor precludes residential use on the ground floor facing the street. Residential use would be appropriate above the ground floor and behind another use that fronts the street.

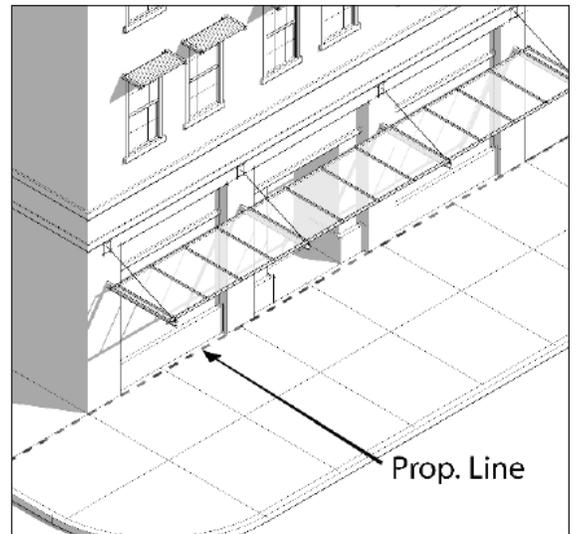
B. DESIGN STANDARDS

Storefronts are like small buildings with their own base, “roofline”, and pattern of window and door openings.

1. Storefronts shall be between 10’ and 16’ tall, as measured from the adjacent walk, and 10’ wide min.
2. Storefront assemblies (the doors, display windows, bulkheads and associated framing) should not be set back into the Shopfront openings more than 2’ max., so that passing pedestrians have a clear view of the shop interior.
3. Storefronts may be set back up to 12’, 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.
4. Base: A panel of tile or other special material is recommended below display windows. Materials recommended for walls are generally suitable. Base materials should be the same or “heavier” materials visually than walls.
 - a. Brick and wood should only be used if the rest of the wall surface is the same material; neither material should be used exclusively.
 - b. 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.
5. Display windows: The corresponding storefront(s) opening(s) along the primary frontage shall be at least 65% of the first floor wall area, and not have opaque or reflective glazing. Where privacy is desired for restaurants and professional services, etc., windows should be divided into smaller panes.



Section Diagram



Axonometric Diagram



Illustrative Photo

6. 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.
7. Recessed Entries are recommended as another traditional element of the main street storefront. Recommended treatments include:
 - a. Special paving materials such as ceramic tile;
 - b. Ornamental ceilings such as coffering; and
 - c. Decorative light fixtures.
8. 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 framed doors are not recommended.
9. 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.
10. Awnings, signs, and related fixtures shall be located 8 feet min. above the adjacent sidewalk.
11. Awnings shall only cover Storefronts and openings, so as not to cover the entire Facade.
12. 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.



Illustrative Photo



Illustrative Photo



Illustrative Photo

24M.204.090 Gallery

A. DESCRIPTION.

Galleries are attached colonnade.

B. DESIGN STANDARDS

1. Galleries shall be no less than 10' wide clear in all directions, with 2' max. between curb face and gallery eave.
2. Along primary frontages, the gallery shall correspond to storefront openings.
3. Primary frontage storefront openings shall be at least 65% of the first floor wall area and not have opaque or reflective glazing.
4. Placement: 1st and 2nd stories.

24M.204.100 Arcade

A. DESCRIPTION.

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

B. DESIGN STANDARDS.

1. Arcades shall be no less than 10' wide clear in all directions.
2. Along primary frontages , the arcade shall correspond to storefront openings.
3. Primary frontage storefront openings shall be at least 65% of the first floor wall area and not have opaque or reflective glazing.

24M.206.010 Purpose and Applicability

A. PURPOSE.

This Section identifies the building types allowed within the Midtown Area, and provides design standards for each type, to ensure that proposed development is consistent with the City's goals for building form, character, and quality.

B. APPLICABILITY.

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

C. ALLOWABLE BUILDING TYPES BY ZONE.

A lot may be developed only with a building type allowed by Section 24M.200.040 or 24M.200.050 in the transect zone applicable to the lot.

D. MIXED TYPE DEVELOPMENT.

The development regulations of this Code are structured by the definition of distinct building types that have been identified as specifically appropriate to Ventura, and to the Midtown Corridors, in scale, configuration and character. Particularly on deep lots, there is an opportunity to successfully mix these types within a single development project. The Downtown Specific Plan, for instance, allows and in some cases requires that this be done, to ensure a reasonable degree of variety in the massing and organization of the buildings and open spaces on the lot, and variation on the frontages at a scale appropriate to Downtown Ventura, thus avoiding a "mega-project" appearance.

The guiding principles for such development are:

1. That the scale and character of the building(s) be calibrated to the existing urban context, often breaking down the scale of a large site into building masses and elements that are of a scale similar to lotting and design of neighboring buildings.
2. That buildings that do not have direct street frontage are provided with "addresses" and very direct and straightforward access for pedestrians

unfamiliar with the development, by extending the public realm into the lot via new streets, or pedestrian paseos, or courtyards.

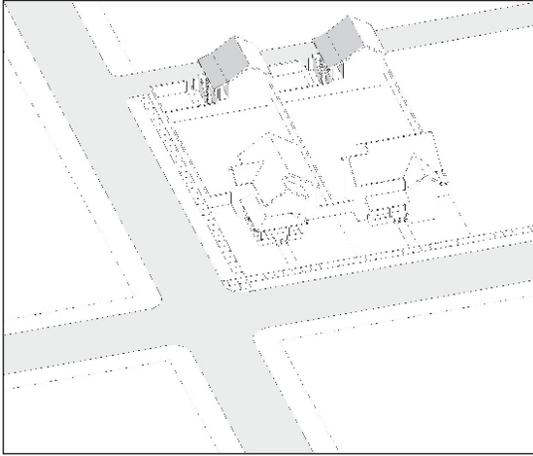
In the Midtown Corridors that opportunities for such mixing of types within a development project is limited. Certain sites however – particularly on the south side of Thompson Boulevard and within the T5.2 Zone near 5 Points – are inherently deep, or have the potential to be large and deep through parcel assemblage. In such cases it may likely be appropriate to mix multiple types within a development project. And in cases where a development site exceeds 30,000 s.f., multiple buildings and/or multiple building types are required (see Section 24M.210).

Examples of ways to do this are as follows:

1. A deep site fronting a busy street, and abutting existing residences at the rear.
 - a. Live-work buildings or commercial block buildings may be the best choice for the busy street frontage. Parking may be on surface behind, below the building, or in a parking structure behind the building(s).
 - b. If the site includes frontage on a quieter side street, row houses or even detached houses might be appropriate, perhaps served by an alley behind.
 - c. Residential addresses for courtyard or rowhouse buildings or stacked dwellings within the interior of the site might be created either by introducing a small new street through the site, or by creating courtyards or gardens within the site, connected to the street(s) by paseos or connecting courtyards.
2. A wide but shallow site formed by the assemblage of parcels fronting Main or Thompson, which are typically around 100 feet deep.
 - a. A small commercial block building might be appropriate at the corner of the major street and a residential side street, with rowhouses, live-work buildings, a quadplex, or other residential type next to it fronting the major street.
 - b. In such a case it is important that the frontage type for each different building type be well calibrated to that building and to its intended use. The corner building would have a shopfront or gallery frontage type, an adjacent rowhouse would likely have a dooryard or stoop frontage, and a quadplex or detached house type would likely have a stoop or even a porch and fence. Buildings along the south sides of Main or Thompson, particularly in the westerly portions of these corridors, where the land generally falls away from the street toward the ocean, might likely employ the lightcourt frontage type which enables a habitable floor below the street, while raising the main floor level above the street. Behind that habitable space below the street may be a parking lot or parking basement.
 - c. Parking would be behind or below buildings in all cases, either in a unified parking field for the several building types, or with individual assigned spaces for each individual building.

Note that the Stacked Dwelling Building Type is only permitted when it is a part of a Mixed Type development. Multi-family buildings that are not part of a Mixed Type Development should conform to one of the several available multi-family types: duplex, triplex, quadplex, villa, sidecourt housing, courtyard housing, or commercial block, as allowed on a particular lot by the Regulating Plan.

24M.206.020 Carriage House and Second Unit



Building Type Diagram



Allowed lots (if qualified by size)

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 T4.5 zone 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. Required parking 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 (Parking and Services Placement) of the applicable zone. (See Sections 24M.200.040, 24M.200.050)
2. One private yard of no less than 150 s.f. with a minimum dimension of 10' shall 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' and a minimum side yard setback of 5'.



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E. LANDSCAPE.

1. One canopy tree shall be provided for shade and privacy within the rear 50% of the lot.

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.

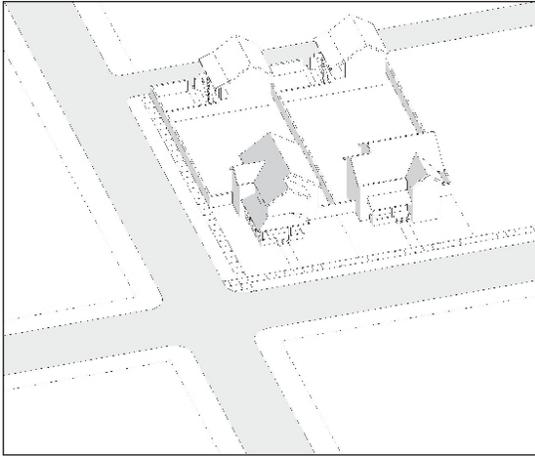


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G. BUILDING SIZE AND MASSING.

1. Carriage houses shall be designed as flats located above or attached, at-grade to detached garages.
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 min. size of 750 s.f. habitable floor area.
5. Carriage houses shall not exceed 50% of primary building's habitable floor area.

24M.206.030 Front Yard House



Building Type Diagram



Allowed lots (if qualified by size)

A. DESCRIPTION.

A detached building designed as a single dwelling unit that may be located upon a qualifying lot in the T4.5 zone. A Front Yard House may be used for non-residential purposes where allowed under E (Allowed Land Uses) of the applicable zone. (Section 24M.200.040 and 24M.200.050) 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' 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' maximum width, and with 2' 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 as open. [W]
2. An alley accessed or non-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 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' 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 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'. [W]



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E. LANDSCAPE.

1. Landscape is encouraged to not separate a front yard from front yards on adjacent parcels. Front yard trees are encouraged to be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity). [DR]
2. Side yard trees may be placed to protect the privacy of neighbors. [DR]
3. At least one large tree is encouraged for planting within each rear yard for shade and privacy. [DR]

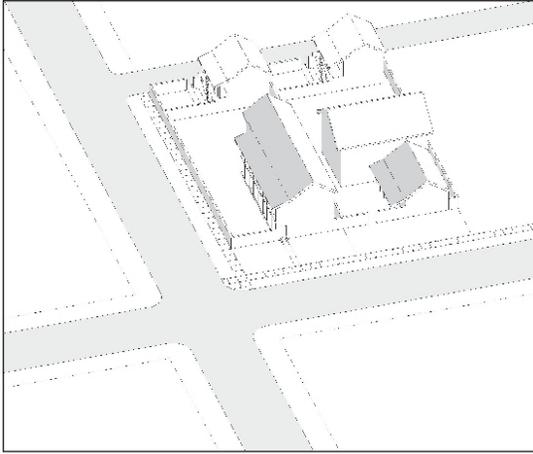
F. FRONTAGE.

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 shall 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 shall be designed with two facades of equal architectural expression. [DR]
3. Buildings shall be composed of one and/or two story volumes, each designed to house scale. [DR]

24M.206.040 Side Yard House



Building Type Diagram



Allowed lots (if qualified by size)

A. DESCRIPTION.

A detached building designed as a single dwelling unit that may be located upon a qualifying lot in the T4.5 zone. A Side Yard House may be used for non-residential purposes where allowed under E (Allowed Land Uses) of the applicable zone. (Section 24M.200.040 and 24M.200.050) A Side Yard House is flanked by a side yard of a width comparable to the street build-to line and is accessed via a walkway parallel to that 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 equal in width to the street build-to line. [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' maximum width, and with 2' 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 as open. [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' 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 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', 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' high, and shall encompass no less than 15% of the area of each lot and of a regular geometry (e.g., rectangular). [E]
3. On a corner lot, the side yard required by D.2 above, shall abut the street, and the enclosing wall or hedge shall be set back at least 5' from property line with a height of no more than 6'. 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 high, providing light and ventilation while allowing for privacy. [E]



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E. LANDSCAPE.

1. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Trees in the front yard should be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity). [DR]
2. Trees may be placed in side yards to protect the privacy of neighbors. [DR]
3. At least one large tree shall be provided in each rear yard for shade and privacy. [DR]

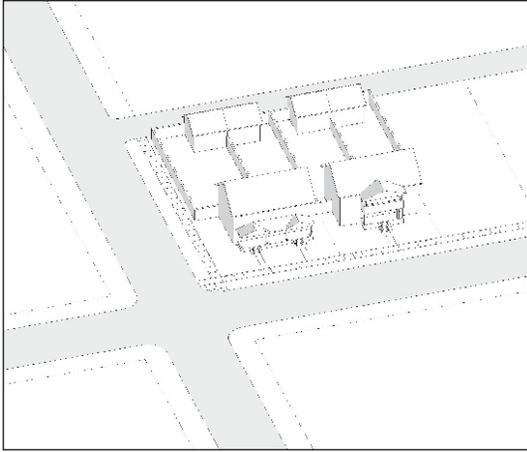
F. FRONTAGE.

1. This building type shall provide a permitted frontage type at the street build-to line or within the side yard required by Section D (Open Space) above. [E]
2. Notwithstanding setback requirements of the applicable zone, the front setback need not exceed 10'. [W]
3. A gallery, either one or two stories in height, or an arcade frontage type shall occur for at least half the building length along the building elevation facing the side yard required by Section D (Open Space) above.
4. Because a frontage type is not mandatory at the street build-to line, special care shall 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 3', and one vertical break. [DR]

24M.206.050 Duplex, Triplex, Quadplex



Building Type Diagram



Allowed lots (if qualified by size)

A. DESCRIPTION.

A building containing two, three, or four dwelling units that may be located upon a qualifying lot in the T4.5 zone. Each dwelling unit is individually accessed directly from the street. A Duplex, Triplex, Quadplex may be used for non-residential purposes where allowed under E (Allowed Land Uses) of the applicable zone. (Section 24M.200.040 and 24M.200.050) 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 a stair, which 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' wide, and with 2' 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' maximum width, and with 2' planters on each side. [W]

C. PARKING AND 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 as open. [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' wide that are separated by planters at least 2' 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' 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 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 s.f. with a minimum dimension of 8'. [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 s.f. with a minimum dimension of 7'. [W]
4. Dwellings accessed at the first floor should provide outdoor space at-grade that is enclosed by landscaping or a wall. [DR]



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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 than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity). [DR]
2. Trees may be placed in side yards to protect the privacy of neighbors. [DR]
3. At least one large tree shall be provided in the rear yard for shade and privacy. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Decision-Making Authority. [DR]

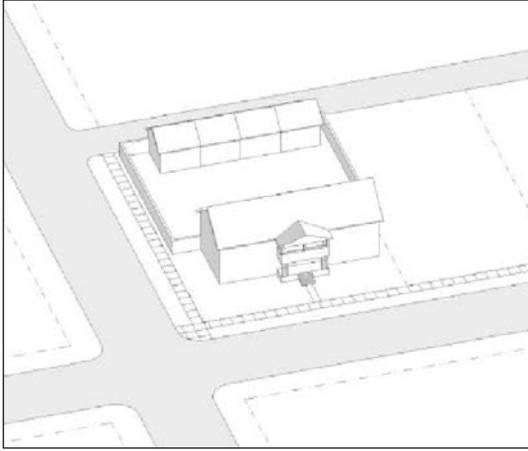
F. FRONTAGE.

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

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 3', and one vertical break. [DR]
2. Buildings on corner lots shall be designed with two facades of equal architectural expression. [DR]
3. Buildings shall 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]

24M.206.060 Villa



Building Type Diagram



Allowed lots (if qualified by size)

A. DESCRIPTION.

A large house containing anywhere from two to eight dwelling units that may be located upon a qualifying lot in the T4.5 zone. 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 under E (Allowed Land Uses) of the applicable zone. (Section 24M.200.040 and 24M.200.050) 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' wide, and with 2' 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' maximum width, and with 2' 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 AND 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 as open. [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' wide that are separated by planters at least 2' 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' 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 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'. [DR]
4. Dwelling units accessed at the first floor may provide usable, outdoor space, exclusive of the common yard area required above. [DR]



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E. LANDSCAPE.

1. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees should be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity). [DR]
2. Trees may be placed in side yards to protect the privacy of neighbors. [DR]
3. At least one large tree should be provided in each rear yard for shade and privacy. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Decision-Making Authority. [DR]

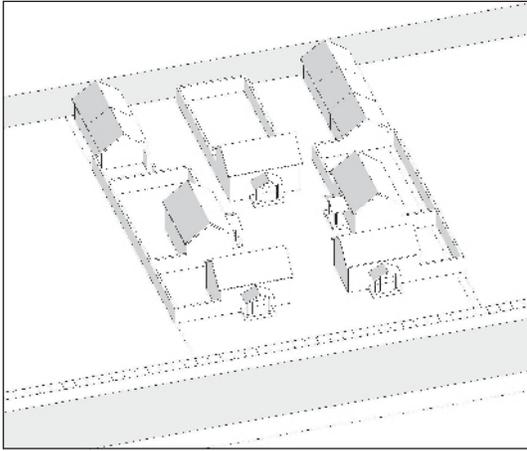
F. FRONTAGE.

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 shall 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 shall be designed with two facades of equal architectural expression. [DR]
3. Buildings shall 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]

24M.206.070 Bungalow Court



Building Type Diagram



Allowed lots (if qualified by size)

A. DESCRIPTION.

Four or more detached houses 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 T4.5 and T5.2 zones. A Bungalow Court may be used for non-residential purposes where allowed under E (Allowed Land Uses) of the applicable zone. (Section 24M.200.040 and 24M.200.050) 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' maximum width, and with 2' 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' wide, and with 2' planters on each side. [W]

C. PARKING AND 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 as open. [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' wide that are separated by planters at least 2' 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' 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 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, outdoor space of at least 150 s.f. with a minimum dimension of 8'. This space shall be exclusive of the courtyard and may be located in a side yard and/or the rear yard. [E]
4. Required outdoor space shall be enclosed by a fence, wall or hedge. [DR]

E. LANDSCAPE.



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1. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity). [DR]
2. Trees may be placed in side yards to protect the privacy of neighbors. [DR]
3. At least one large tree shall be provided in each rear yard for shade and privacy. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Decision-Making Authority. [DR]

F. FRONTAGE.

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

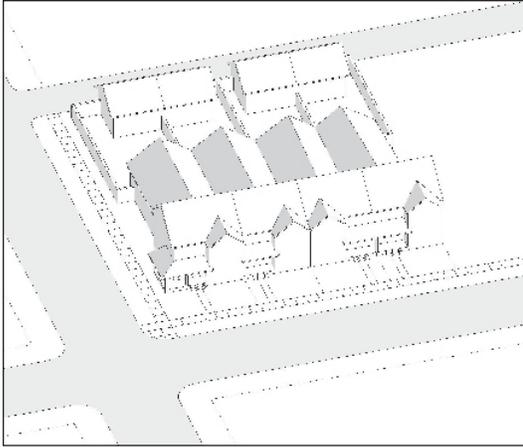


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G. BUILDING SIZE AND MASSING.

1. Buildings shall be composed of one and/or two story volumes and massed as houses. [DR]
2. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least 3', 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 shall be designed with two facades of equal architectural expression. [DR]
4. Dwellings within the buildings may be flats and/or townhouses. [DR]

24M.206.080 Rowhouse



Building Type Diagram



Allowed lots (if qualified by size)

A. DESCRIPTION.

Two or more detached two- or three-story dwellings with zero side yard setbacks located upon a qualifying lot in the T4.5 and T5.2 zones. A Rowhouse may be used for non-residential purposes where allowed under E (Allowed Land Uses) of the applicable zone. (Section 24M.200.040 and 24M.200.050) 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 or outside of a Mixed Type Development. [E]

C. PARKING AND 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 as open. [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 and frontage type requirements of the applicable zone. [DR]
2. One usable, 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'. [E]



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E. LANDSCAPE.

1. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity). [DR]
2. At least one large tree shall be provided in each rear yard for shade and privacy. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Decision-Making Authority. [DR]

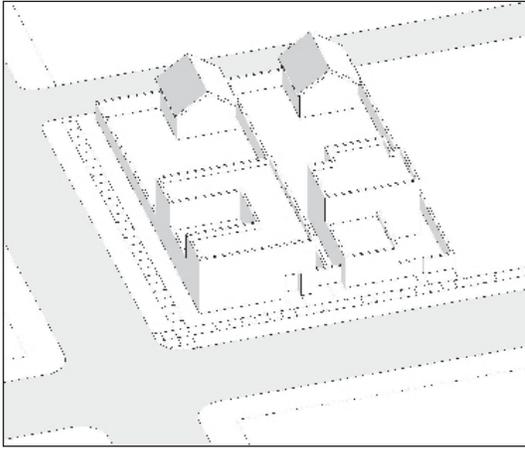
F. FRONTAGE.

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

G. BUILDING SIZE AND MASSING.

1. Buildings shall be composed of 2 and/or 3-story volumes in compliance with the regulations for the applicable zone. [DR]
2. Buildings on corner lots shall be designed with two facades of equal architectural expression. [DR]
3. In a 3-story building, a townhouse dwelling may be stacked over a ground floor flat. In this case, the flat shall be accessed by its own front door at the street build-to-line, and the townhouse dwelling shall be accessed by a separate front door and an internal stair. [DR]
4. In a 2-story building, the Rowhouse consists of a townhouse dwelling which is accessed from and faces the street. [DR]

24M.206.090 Live-Work



Building Type Diagram



Allowed lots (if qualified by size)

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 under E (Allowed Land Uses) of the applicable zone. (Section 24M.200.040 and 24M.200.050) A Live-work building may be located upon a qualifying lot in the T4.5 and T5.2 zones. The following text provides performance standards for Live-work buildings.

B. ACCESS.

1. Live-work buildings have one of two methods of pedestrian access. Both methods segregate access to residential occupancy and work activity in either of the following manners:
 - a. The main entrance to the ground floor flex space shall be accessed directly from and face the street, and the upstairs residential occupancy area shall be accessed by a separate entrance and internal stair that is also accessed from and which faces the street; or [E]
 - b. The main entrance to the ground floor flex space shall be accessed directly from and face the street, and the upstairs residential occupancy area shall also be accessed by that same entrance but the ground level floor plan shall control access between floor levels through use of a small lobby, room partitions and doors. The intention is to prevent residential occupants and/or guests from needing to traverse through the flex space. [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 or outside of a Mixed Type Development. [E]

C. PARKING AND 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 as open. [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 and frontage type requirements of the applicable zone. [DR]
2. One usable, 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'. [E]



Illustrative Photo

E. LANDSCAPE.

1. Landscape shall not obscure front yards on adjacent lots or the front of the ground floor flex space. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity). [DR]
2. At least one large tree shall be provided in each rear yard for shade and privacy. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Decision-Making Authority. [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]

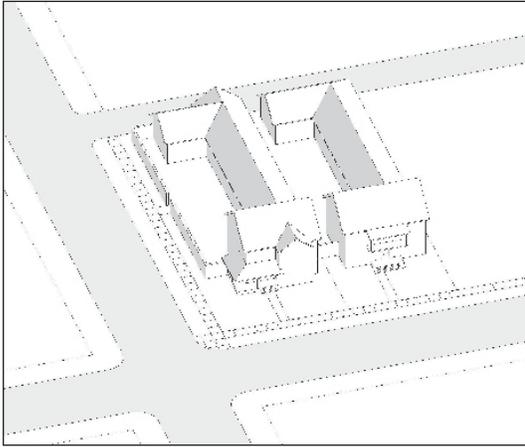


Illustrative Photo

G. BUILDING SIZE AND MASSING.

1. Buildings shall 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 shall be designed with two facades of equal architectural expression. [DR]

24M.206.100 Side Court Housing



Building Type Diagram



Allowed lots (if qualified by size)

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 T4.5 and T5.2 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 under E (Allowed Land Uses) of the applicable zone. (Section 24M.200.040 and 24M.200.050) A Side Court Building is flanked by a side yard or court of a width comparable to the street build-to line and dwellings are accessed via a walkway parallel to that 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' wide, and with 2' 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' maximum width, and with 2' planters on each side. [W]

C. PARKING AND 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 as open. [W]
2. Dwellings may have direct or 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' 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 and frontage type requirements of the applicable zone. [DR]
2. Dwellings shall face an active side yard with a minimum dimension of 20'. [E]
3. Major ground floor rooms shall be open to the active side yard with large windows and, where possible, doors. [DR]
4. When located in an active side yard, a driveway shall 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 in the side yard. [E]

E. LANDSCAPE.

1. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees should be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity). [DR]
2. Trees may be placed in side yards to protect the privacy of neighbors. [DR]
3. At least one large tree shall be provided in each rear yard for shade and privacy. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Decision-Making Authority. [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 shall 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 shall 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 shall be designed with two facades of equal architectural expression. [DR]
4. Dwellings within the buildings may be flats and/or townhouses. [DR]

24M.206.110 Courtyard Housing



Building Type Diagram



Allowed lots (if qualified by size)

A. DESCRIPTION.

A group of dwelling units arranged to share one or more common courtyards upon a qualifying lot in the T4.5 and T5.2 zones. 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 may be used for non-residential purposes where allowed under E (Allowed Land Uses) of the applicable zone. (Section 24M.200.040 and 24M.200.050) 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 1' wide. [DR]
6. On a corner lot without access to an alley, parking and services shall be accessed by driveways of 7' to 8' maximum width, and with 2' planters on each side. [W]

C. PARKING AND 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 as open. [W]

2. Dwellings may have direct or 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 shall be located at least 10' 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 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' when the long axis of the courtyard is oriented East/West and 30' when the courtyard is oriented North/South. [W]
5. In 40' 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' 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]



Illustrative Photo

E. LANDSCAPE.

1. Landscape shall 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. At least one large tree shall be provided in each rear yard for shade and privacy. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Decision-Making Authority. [DR]
3. Trees may be placed in side yards to protect the privacy of neighbors. [DR]
4. At least one large tree planted directly in the ground shall be provided in at least one courtyard for shade, privacy and scale. [DR]
5. Courtyards located over garages shall be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping. [DR]

F. FRONTAGE.

1. Entrance doors, living space (e.g., living rooms and dining rooms) shall be oriented toward courtyards and the street to the degree possible. Service rooms shall be oriented to side and rear yards to the degree possible. [DR]
2. No arcade or gallery may encroach into the required minimum width of a courtyard. [W]
3. Stoops up to 3' in height and dooryards up to 2' in height may be placed above subterranean parking, provided that they are landscaped and scaled to the street and building. [W]
4. Dooryards that face and/or encroach into a courtyard shall be a minimum of 10' wide. [W]

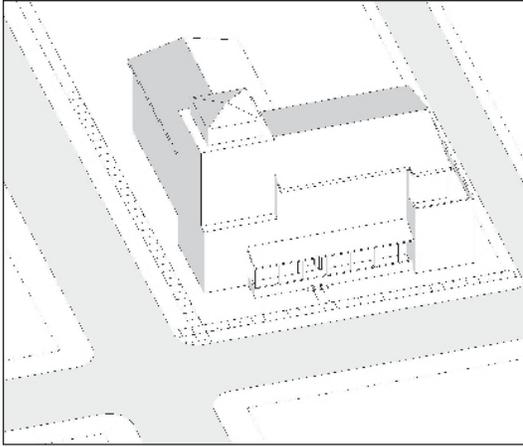


Illustrative Photo

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 shall 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 shall 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]
6. These height ratios are maximums that correspond to the applicable zone.
7. Dwellings at fourth stories shall be accessed by single-loaded corridors or exclusive elevator service and configured as flats. [E]
8. 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]

24M.206.120 Stacked Dwelling



Building Type Diagram



Allowed lots (if qualified by size)

A. DESCRIPTION.

An exclusively residential building comprised of flats and/or other residential units which does not meet the requirements of any other building type herein; and located on a qualifying lot in T4.5 and T5.2 zones. Stacked Dwelling buildings may be used for non-residential purposes where allowed under E (Allowed Land Uses) of the applicable zone. (Section 24M.200.040 and 24M.200.050) 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. Stacked Dwelling buildings within the T5 zone must have non-residential uses at the ground level. [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 AND SERVICES.

1. Required parking may be at-grade or as subterranean. If provided at-grade, parking spaces may be within a garage, carport, or as open. [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 shall be located at least 10' 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 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' when the long axis of the courtyard is oriented East/West, and 30' 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' 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' wide courtyard. [W]



Illustrative Photo

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

E. LANDSCAPE.

1. Front yard trees, if used, shall 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. At least one large tree shall be provided in the rear yard, planted directly in the ground; except for podium courtyards. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Decision-Making Authority. [DR]
4. Courtyards located over garages shall 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]

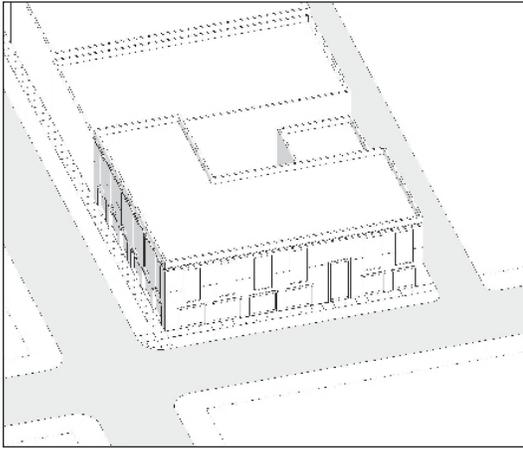


Illustrative Photo

G. BUILDING SIZE AND 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 shall 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.

24M.206.130 Commercial Block



Building Type Diagram

A. DESCRIPTION.

A building designed for occupancy by retail, service, and/or office uses on the ground floor street frontage, with upper floors configured for commercial use or for dwelling units. A Commercial Block may be located upon a qualifying lot in the T4.5 and T5.2 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 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 may 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'. [W]
 - b. The open corridor is designed in the form of a balcony, a loggia, a terrace, or a wall with window openings. [DR]



Allowed lots (if qualified by size)

C. PARKING AND SERVICES.

1. Required parking may be at-grade or as subterranean. If provided at-grade, parking spaces may be within a garage, carport, or as open. [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 shall be located at least 10' 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 shall 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 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' when the long axis of the courtyard is oriented East/West, and 30' when the courtyard is oriented North/South. [W]
4. The minimum courtyard area shall be fifteen percent 15% of the lot area. [W]
5. Courtyards shall not be of a proportion of less than 1:1 between their width and height. [W]
6. In 40' 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' wide courtyard. [W]
7. Private patios may be provided in side and rear yards. [DR]



Illustrative Photo



Illustrative Photo

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. At least one large tree shall be provided in the rear yard, planted directly in the ground; except for podium courtyards. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Decision-Making Authority. [DR]
4. Courtyards located over garages shall 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 AND 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]
5. These height ratios are maximums that may exceed that allowed by the applicable zone.
6. The visibility of elevators and of exterior corridors at the third, fourth and/or fifth stories shall be minimized by incorporation into the mass of the building. [DR]

STREET AND STREETScape STANDARDS

24M.208.010 Purpose and Applicability

A. PURPOSE.

This Section identifies the street and streetscape types allowed within the Midtown Area, and provides design standards for each type, to ensure that proposed development is consistent with the City's goals for character and quality of the public realm of the street.

B. APPLICABILITY.

1. This Section applies to alleys and the various configurations of Main Street and Thompson Boulevard respectively. The proposed standards herein are conceptual and will be studied and may be revised accordingly during the Mobility Plan and Midtown Community Plan. Development projects do not need to comply with Section 24M.208.
2. Corner lots located on Main Street and Thompson Boulevard shall provide a 10 foot wide sidewalk along the side street.

2005 GENERAL PLAN

Main Street

Currently a commerce oriented area with a limited amount of mixed use development, this corridor displays the broadest range of architectural types and styles in the city, as well as the widest spectrum of transect characteristics. It has the most potential for increased mixed use and housing with improved streetscape and pedestrian enhancement to slow traffic.

Thompson Boulevard

A commercial thoroughfare in need of streetscape improvements and pedestrian amenities, this corridor is much like Main Street in that it boasts tremendous history as a "gateway to Ventura" and epitomizes a beach town character. It is a natural for a major transit or streetcar corridor, where nodes of mixed-use development and pedestrian and bike enhancement could support parallel neighborhoods and increase access to the ocean.

Chapter 3: Our Well Planned and Designed Community

Existing Condition



The conceptual photo-simulation shows one possible scenario of incremental improvements at the Thompson Boulevard and Santa Rosa Street intersection possible under the Midtown Corridors Development Code.

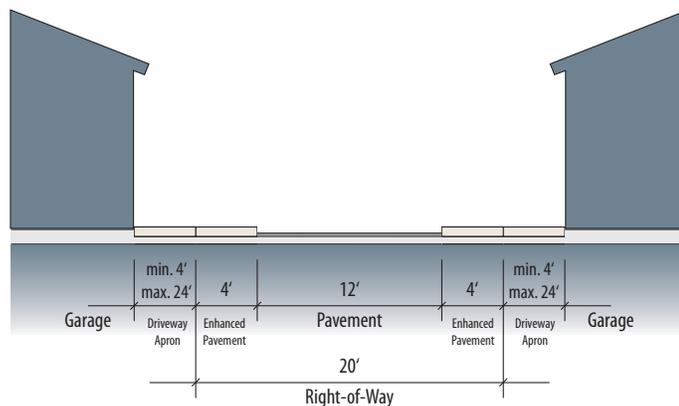
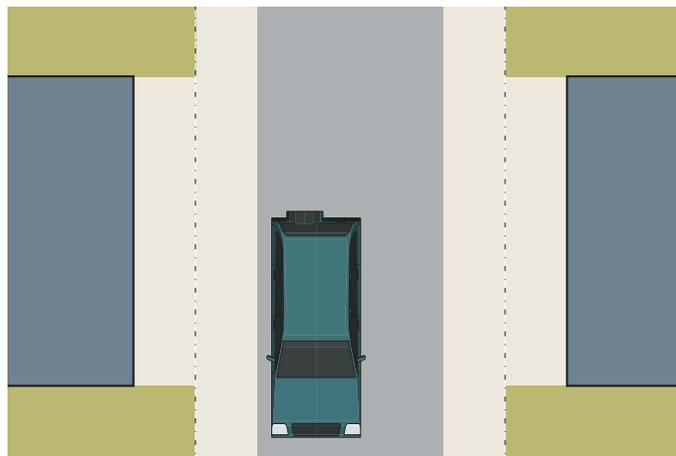
24M.208.020 Alley - Proposed

A. DESCRIPTION.

Alleys are located in the rear of lots and provide the primary vehicular access to residential, as well as non-residential property. Garages are oriented to and accessed from alleys. Garages are located a minimum of 4' from the rear property line and may be set back further to allow for parking in front of the garage (maximum setback: 24'). All pavement beyond the 12' travel lane shall be enhanced pavement (E.P.). Enhanced pavement can be permeable or non-permeable, and includes types such as brick, stone or grass pavers, exposed aggregate concrete, or stamped and stained concrete. Trash cans, gas and electric meters and other utilities are located in the alleys.

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

Alley	
Rear Lane	
T4.5, T5.2	
20' max.	
12'	
Yield Movement	
10 MPH	
3.5 seconds	
1 lane	
None	
25'	
None	
None	
Between driveways	
Inverted Crown or Rolled	
Trees at 30' o.c. Avg.	
None	



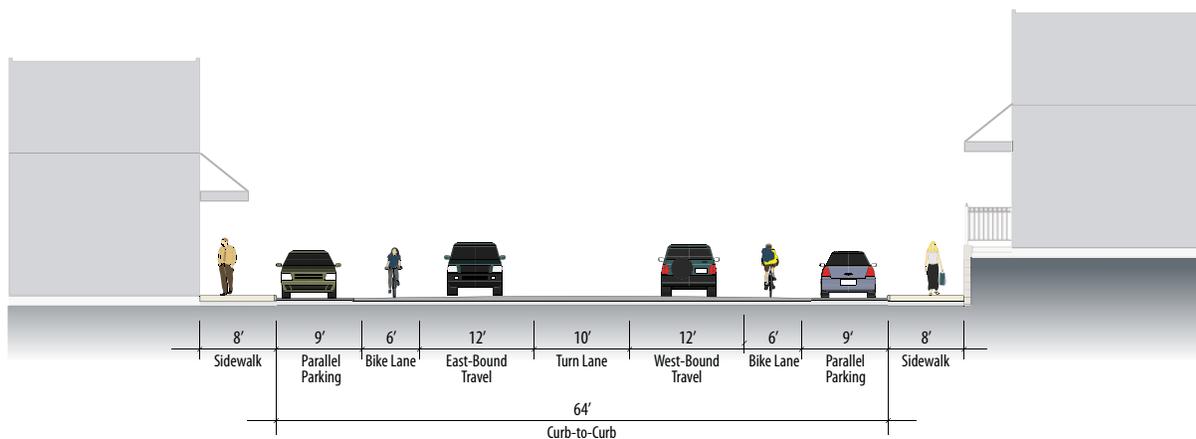
24M.208.030 Main Street - A

A. EXISTING CONDITION:

From approximately Lincoln Drive to N. Catalina St., Main Street is defined by one and two-story buildings which are primarily of a residential character. Many of these buildings were constructed in the early 1920's and reflect a distinct and historically significant architectural period. This segment of Main Street represents the edge of the surrounding neighborhoods and has therefore been identified as a T4.5 Zone. The northern streetscape is defined by stoops and dooryards towards the west and shopfronts toward the east. The southern streetscape is defined almost entirely by shopfronts. It is an urban thoroughfare with two travel lanes, a turning lane, a bike lane and parallel parking each side. The pedestrian experience is fairly austere as no landscape elements exist, only archaic serpent -head street lights and power poles.

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

Existing Main Street A	
Street	
T4.5	
80'	
64'	
Free Movement	
35 MPH	
8 - 11 seconds	
3 lanes	
Both sides @ 9'	
10'	
--	
Sidewalk, 8' min.	
None	
Curb	
None	
None	



B. PROPOSED APPROACH:

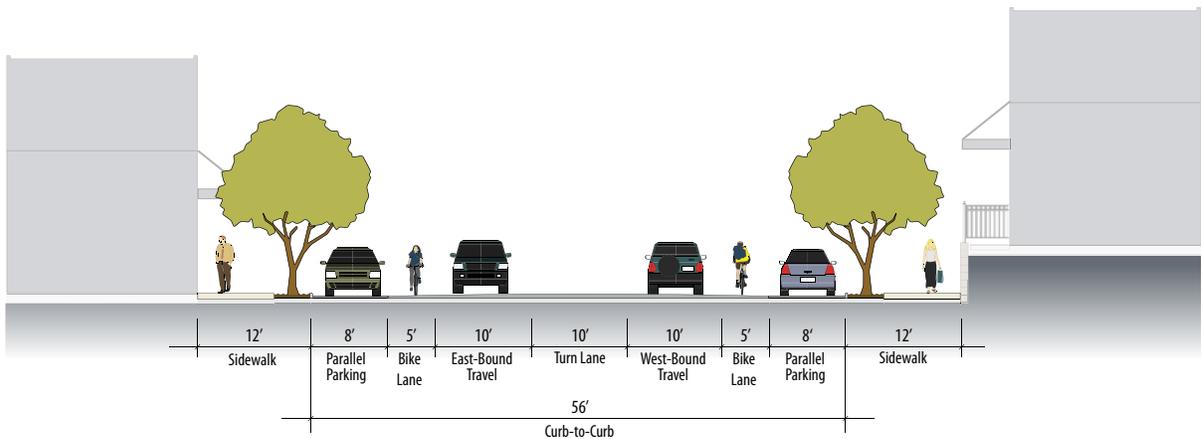
The proposed alterations are focused on maintaining the existing street’s residential character and increasing the quality of the pedestrian experience. Main Street is almost exclusively a commercial street with a few mixed-use buildings. Future development on Main Street should maintain the established streetscape and land use pattern. Buildings should not exceed 2 stories in height and, where appropriate, be provided with awnings that strengthen a sense of enclosure for shoppers and strollers. The pedestrian experience should be enhanced with sidewalks that have street trees in wells and pedestrian-scale lighting. The existing on-street parallel parking helps to support the businesses along both sides of Main Street.

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

Proposed Main Street A	
Street	
T4.5	
80'	
56'	
Free Movement	
35 MPH	
8 - 11 seconds	
3 lanes	
Both sides @ 8'	
10'	
--	
Sidewalk, 12' min.	
Tree wells, 5'	
Curb	
Trees at 30' o.c. Avg.	
None	

Recommended Adjustments:

- Decrease the bike lane to 5', each side.
- Decrease the parking lane to 8', each side.
- Increase the sidewalk to 7', each side.
- Add 5' tree wells @ 30' o.c., each side.
- Relocate power poles underground.
- Replace serpent-head street lights with single-head column street lights.



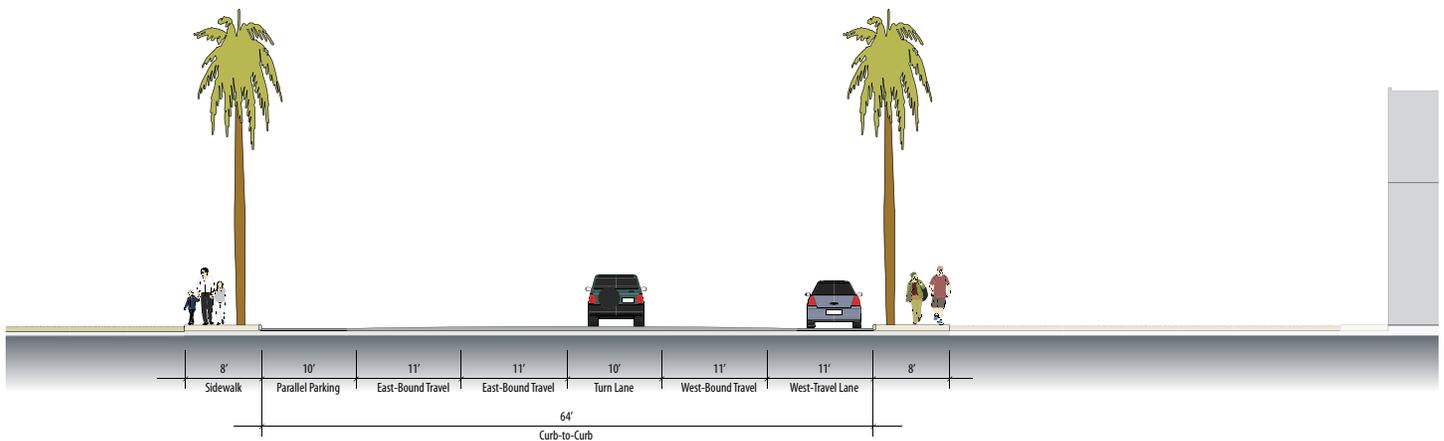
24M.208.031 Main Street - B

A. EXISTING CONDITION:

From approximately N. Catalina Street to Seaward Ave., Main Street is defined by the Ventura High School campus on the north and by nondescript one-story buildings on the south. This segment of Main Street represents the edge of the surrounding neighborhoods and has therefore been identified as a T4.5 Zone. The Ventura High School buildings are setback considerably from the right-of-way, given the size of the campus this creates a significant interruption in the rhythm of the Main Street frontage. The southern streetscape is defined by a combination of shopfronts, gas-station and vacant lots. The combination of frontage types along this segment of Main Street does not provide a unified or distinct character. Main Street is an urban thoroughfare with four travel lanes, a turning lane, and parallel parking on one side. The pedestrian experience is weak given that there are limited and inconsistent landscape elements, archaic serpent-head street lights and power poles.

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

Existing Main Street B	
Street	
T4.5	
80'	
64'	
Free Movement	
35 MPH	
8 - 11 seconds	
5 lanes	
One side @ 10'	
10'	
--	
Sidewalk, 8' min.	
Tree wells, 3'	
Curb	
Tree wells	
None	



B. PROPOSED APPROACH:

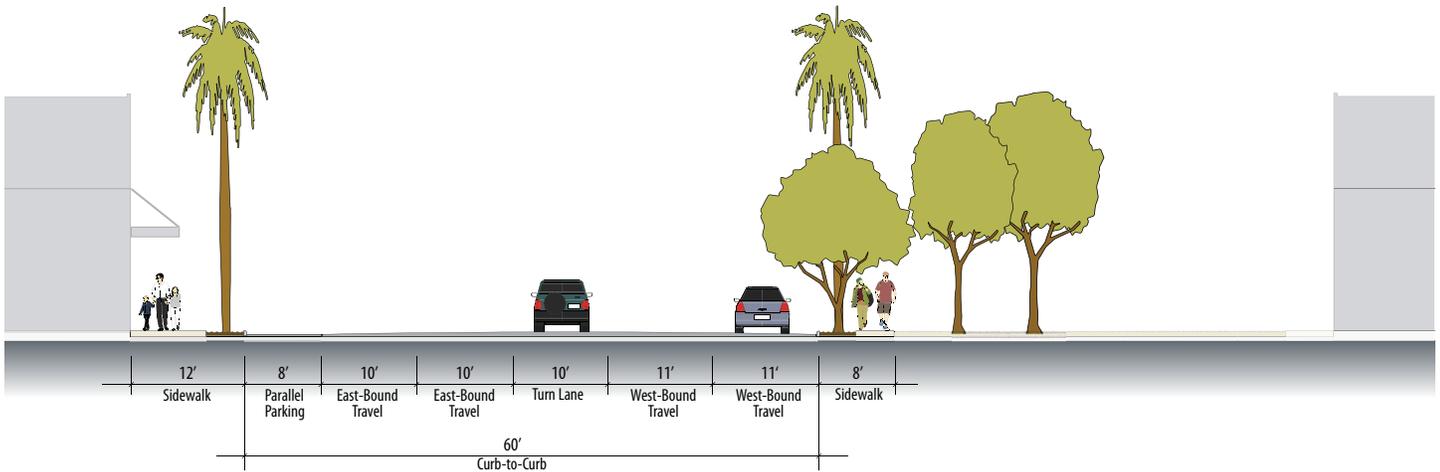
The proposed alterations are focused on establishing the street’s character and increasing the quality of the pedestrian experience. Future development on Main Street should establish a streetscape and complement the existing land use pattern. Buildings should not exceed 3 stories in height and, where appropriate, be provided with awnings that strengthen a sense of enclosure for shoppers and strollers. The pedestrian experience should be enhanced with sidewalks that have consistent street tree species and pedestrian-scale lighting. The existing on-street parallel parking is adequate to support the businesses along the southern edge of Main Street.

Recommended Adjustments:

- Decrease the parking lane to 8’, one side.
- Increase the sidewalk to 12’, one side.
- Add 5’ tree wells @ 30’ o.c., each side.
- Relocate power poles underground.
- Replace serpent-head street lights with single-head column street lights.

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

Proposed Main Street B	
Street	
T4.5	
80'	
56'	
Free Movement	
35 MPH	
8 - 11 seconds	
5 lanes	
One side @ 8'	
10'	
--	
Sidewalk, 12'/8' min.	
Tree wells, 5'	
Curb	
Trees at 30' o.c. Avg.	
None	



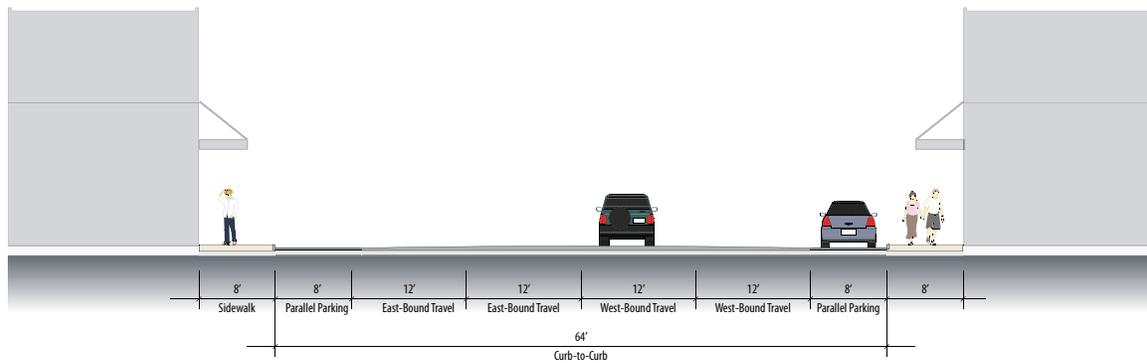
24M.208.032 Main Street - C

A. EXISTING CONDITION:

From approximately Seaward Avenue to Loma Vista Road, Main Street is defined by one and two-story buildings which are primarily of a commercial nature. This segment of Main Street represents the edge of the neighborhood and has therefore been identified as a T4.5 Zone. The northern and southern streetscapes are defined by shopfronts. It is an urban thoroughfare with four travel lanes and parallel parking each side. Landscape elements are limited and inconsistent.

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

Existing Main Street C	
Street	
T4.5	
80'	
64'	
Free Movement	
35 MPH	
8 - 11 seconds	
4 lanes	
Both sides @ 8'	
10'	
--	
Sidewalk, 8' min.	
None	
Curb	
Tree wells	
None	



B. PROPOSED APPROACH:

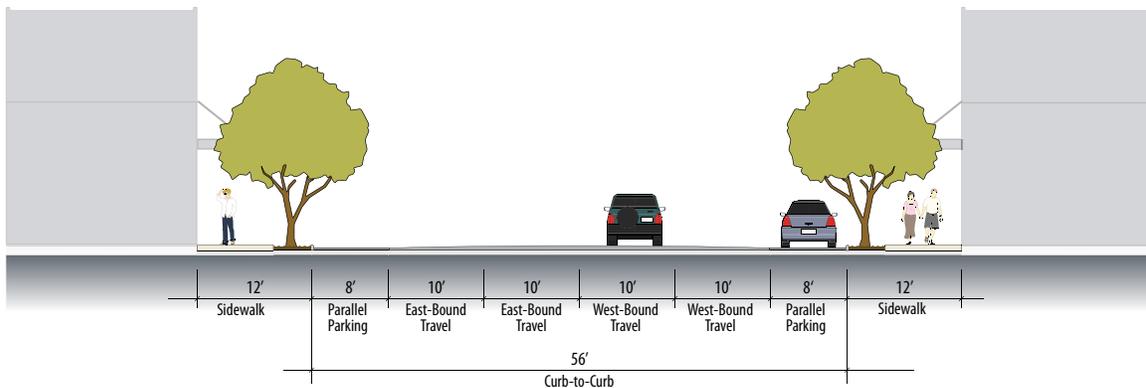
The proposed alterations are focused on reinforcing the existing street’s character and increasing the quality of the pedestrian experience. Main Street is almost exclusively a commercial street with a few mixed-use buildings. Future development on Main Street should maintain the established streetscape and land use pattern. Buildings should not exceed 3 stories in height and, where appropriate, be provided with awnings that strengthen a sense of enclosure for shoppers and strollers. The pedestrian experience should be enhanced with sidewalks that have street trees in wells and pedestrian-scale lighting. The existing on-street parallel parking is adequate to support the businesses along Main Street.

Recommended Adjustments:

- Decrease the travel lanes to 10’, each.
- Increase the sidewalk to 12’, each side.
- Add 5’ tree wells @ 30’ o.c., each side.
- Relocate power poles underground.
- Replace serpent-head street lights with single-head column street lights.

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

Proposed Main Street C	
Street	
T4.5	
80'	
56'	
Free Movement	
35 MPH	
8 - 11 seconds	
4 lanes	
Both sides @ 8'	
10'	
--	
Sidewalk, 12' min.	
Tree wells, 5'	
Curb	
Trees at 30' o.c. Avg.	
None	



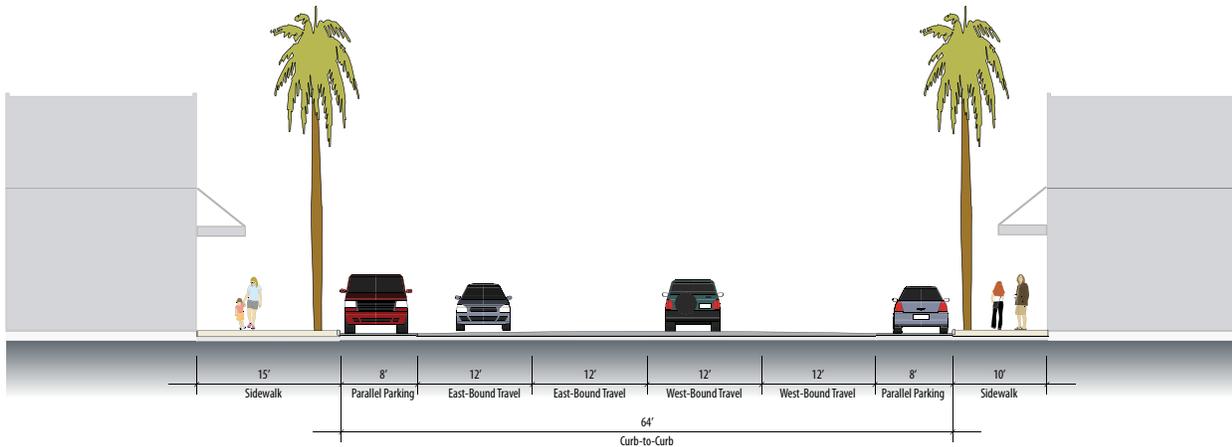
24M.208.033 Main Street - D

A. EXISTING CONDITION:

From approximately Loma Vista Road to Five Points is defined by one and two-story buildings which are entirely of a commercial nature. This segment of Main Street represents a neighborhood node and has been identified as a T5.2 Zone. The northern and southern streetscapes are defined by shopfronts. There are a significant number of probable redevelopment sites within this segment of Main Street. One of the most notable buildings that adds to the character of the streetscape is the Sears building that was converted into a warehouse shopping center. It is an urban thoroughfare with four travel lanes and parallel parking each side. Blank facades and vacant lots significantly degrade the pedestrian experience.

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

Existing Main Street D	
Street	
T5.2	
90'	
64'	
Free Movement	
35 MPH	
8 - 11 seconds	
4 lanes	
Both sides @ 8'	
10'	
--	
Sidewalk, 10' min.	
Tree well, 3'	
Curb	
Tree wells	
None	



B. PROPOSED APPROACH:

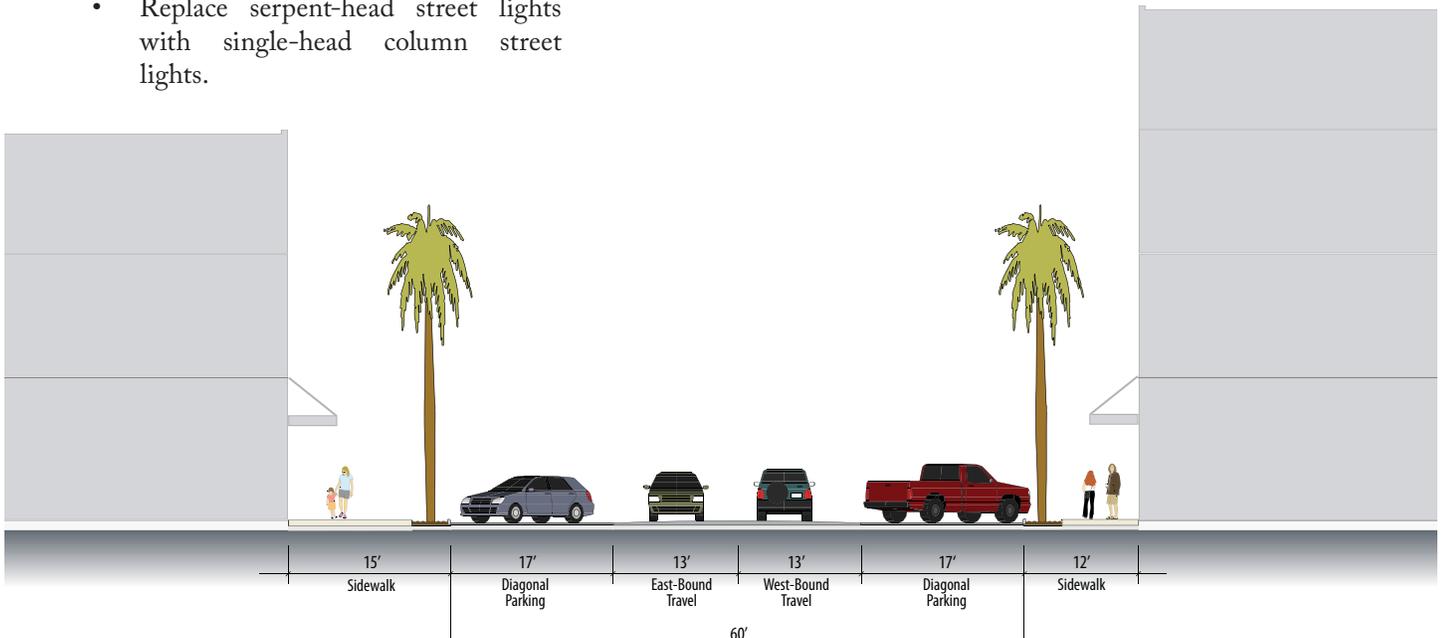
The proposed alterations are focused on reinforcing the existing street’s character and increasing the quality of the pedestrian experience. Main Street is almost exclusively a commercial street with a few mixed-use buildings. Future development on Main Street should maintain the established streetscape and land use pattern. Buildings should be at least 2 stories in height and, where appropriate, be provided with awnings that strengthen a sense of enclosure for shoppers and strollers. The pedestrian experience should be enhanced with sidewalks that have street trees in wells and pedestrian-scale lighting. The proposed diagonal parking helps to support the businesses along Main Street.

Recommended Adjustments:

- Remove two travel lanes.
- Add diagonal parking at 17’, each side.
- Increase the travel lanes to 13’, each side.
- Increase the sidewalk to 12’, each side.
- Add 5’ tree wells @ 30’ o.c., each side.
- Relocate power poles underground.
- Replace serpent-head street lights with single-head column street lights.

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

Proposed Main Street D	
Street	
T5.2	
80'	
60'	
Free Movement	
35 MPH	
8 - 11 seconds	
2 lanes	
Both sides @ 17'	
10'	
--	
Sidewalk, 12' min North side; 15' min. South side	
Tree wells, 5'	
Curb	
Trees at 30' o.c. Avg.	
None	



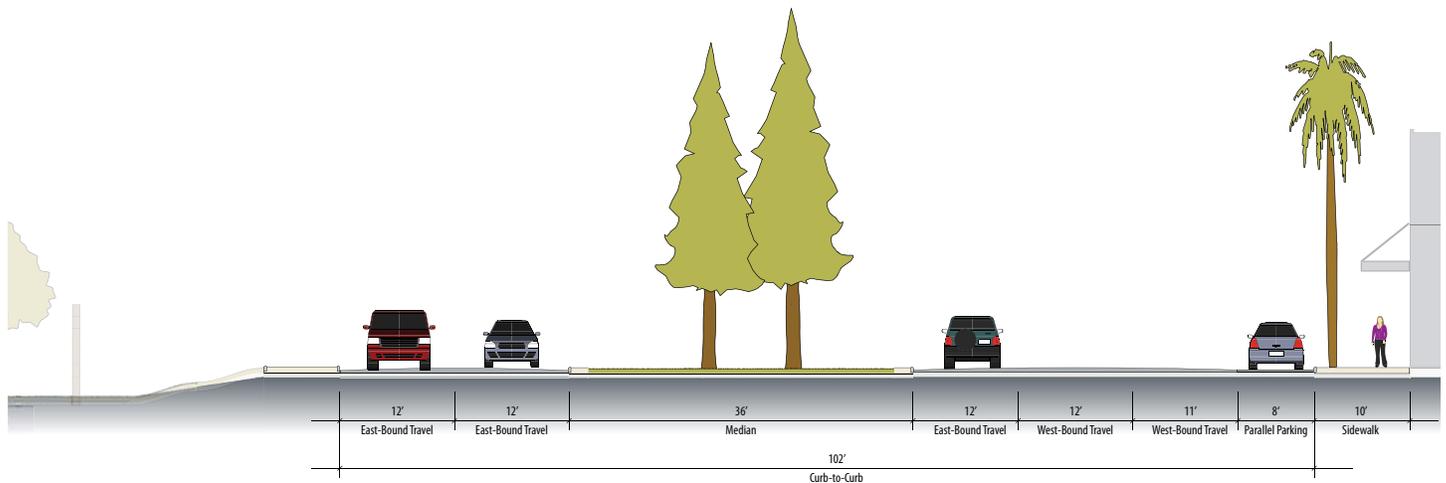
24M.208.034 Main Street - E

A. EXISTING CONDITION:

From approximately Five Points to Mills Road, Main Street is defined by one and two-story buildings commercial buildings on the north and one-story single family houses on the south. This segment of Main Street represents the edge of the neighborhood and has therefore been identified as a T4.5 Zone. The northern streetscape is defined by shopfronts and the southern streetscape is delineated with a masonry block wall. It is a highway that was converted to an urban thoroughfare, with five travel lanes and parallel parking on one side. Landscape elements are limited, inconsistent, and do not create a pleasant pedestrian experience.

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

Existing Main Street E	
Street	
T4.5	
120'	
102'	
Free Movement	
35 MPH	
8 - 11 seconds	
5 lanes	
One side @ 8'	
10'	
--	
Sidewalk, 10' min.	
None	
Curb	
Median	
None	



B. PROPOSED APPROACH:

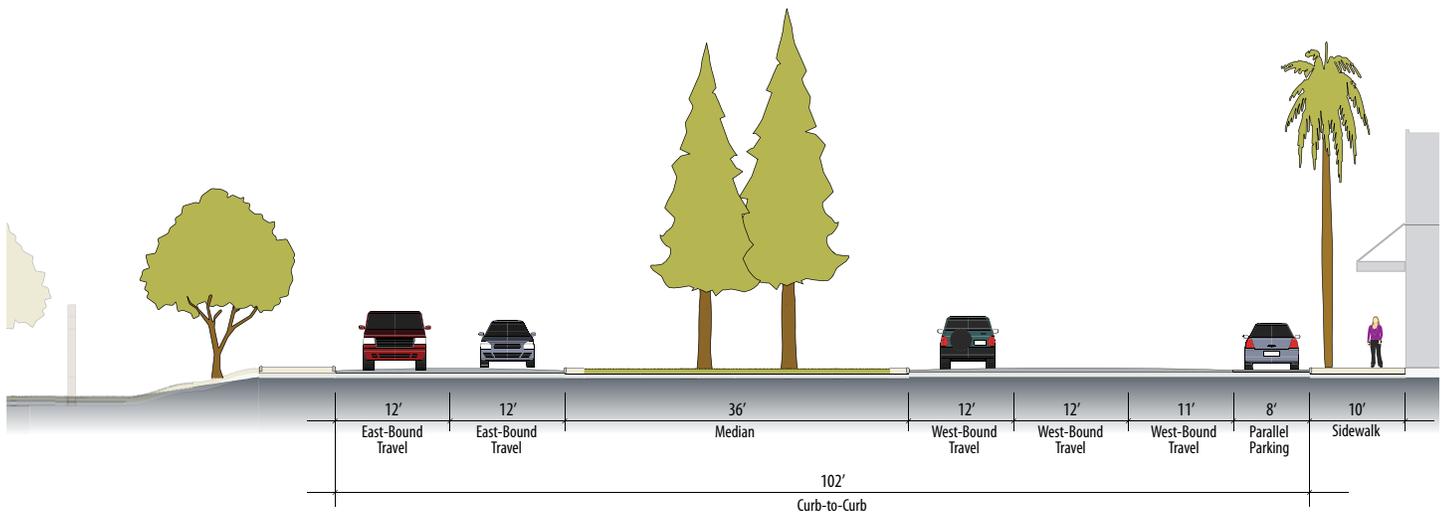
The proposed alterations are focused on mitigating the negative impacts of the existing thoroughfare’s highway character. The modifications intend to improve the quality of the pedestrian experience and enhance the accessibility of the existing businesses that front Main Street. Main Street is almost exclusively a commercial street with a few mixed-use buildings. Future development on Main Street should maintain the established streetscape and land use pattern. Buildings should not exceed 2 stories in height and, where appropriate, be provided with awnings that strengthen a sense of enclosure for shoppers and strollers. The pedestrian experience should be enhanced with sidewalks that have street trees in wells and pedestrian-scale lighting. The existing on-street parallel parking helps to support the businesses along Main Street.

Recommended Adjustments:

- Add 5’ tree wells @ 30’ o.c., each side.
- Relocate power poles underground.
- Replace serpent-head street lights with single-head column street lights.

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

Proposed Main Street E	
Street	
T4.5	
120'	
102'	
Free Movement	
35 MPH	
8 - 11 seconds	
2 lanes	
One side @ 8'	
10'	
--	
Sidewalk, 12' min.	
Median, Tree wells @ 30'o.c. avg	
Curb	
Trees at 30' o.c. Avg.	
None	



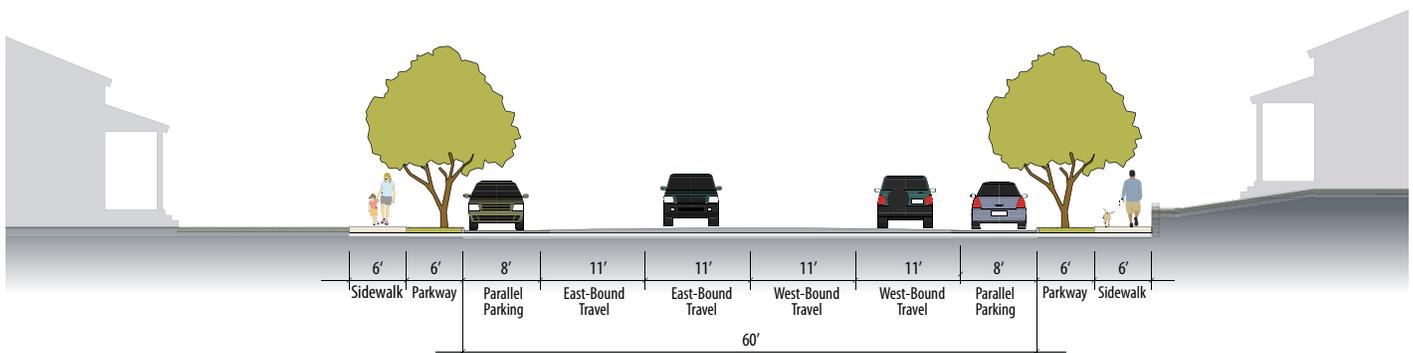
24M.208.040 Thompson Boulevard - A

A. EXISTING CONDITION:

From approximately Sanjon Road to Santa Cruz Street, Thompson Boulevard is defined by one and two-story buildings which are primarily of a residential character. Thompson Boulevard was once a highway but this segment has since been populated with a variety of single- and multi-family building types, though a few motorist oriented services still remain. This segment of Thompson Boulevard represents the edge of the surrounding neighborhood and has therefore been identified as a T4.5 Zone. The streetscape is primarily defined by residential frontage types with a few instances of commercial frontage types. Thompson Boulevard is an urban thoroughfare with four travel lanes and parking each side. Thompson Boulevard was designed as a highway with little consideration given to the pedestrian experience, this deficiency is mitigated by a parkway on each side.

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

Street
T4.5
84'
60'
Free Movement
35 MPH
8 - 11 seconds
4 lanes
Both sides @ 8'
10'
--
Sidewalk, 12' min.
Parkway
Curb
Trees at 30' o.c. Avg
None



B. PROPOSED APPROACH:

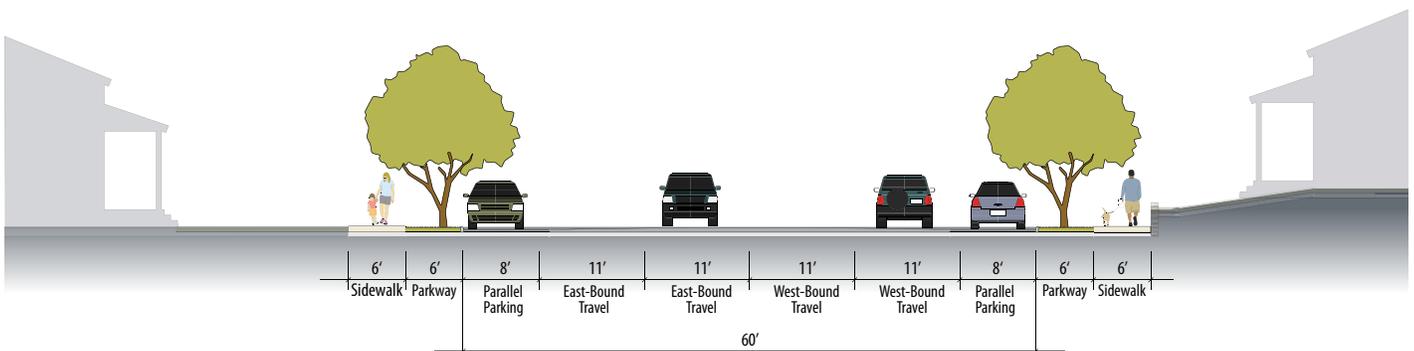
The proposed alterations are focused on reinforcing the street’s existing residential character and increasing the quality of the pedestrian experience. This segment of Thompson Boulevard is almost exclusively a residential street. Future development on Thompson Boulevard should maintain the established streetscape and land use pattern. Buildings should not exceed 2 stories in height and, where appropriate, be provided with awnings that strengthen a sense of enclosure for shoppers and strollers. The pedestrian experience should be enhanced with sidewalks that have street trees in wells and pedestrian-scale lighting. The existing on-street parallel parking helps to support the residences along Thompson Boulevard.

Recommended Adjustments:

- Relocate power poles underground.
- Replace serpent-head street lights with single-head column street lights.

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

Proposed Thompson Boulevard A	
Street	
T4.5	
84'	
60'	
Free Movement	
35 MPH	
8 - 11 seconds	
4 lanes	
Both sides @ 8'	
10'	
--	
Sidewalk, 12' min.	
Parkway	
Curb	
Trees at 30' o.c. Avg.	
None	



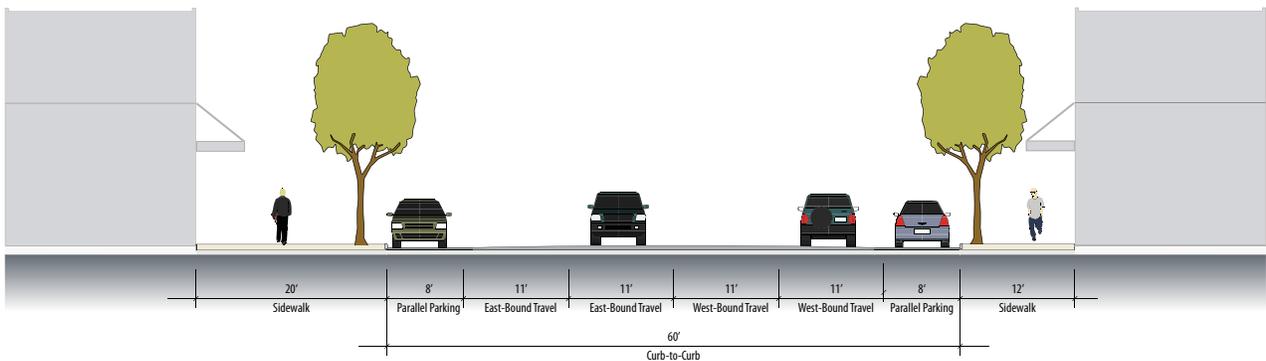
24M.208.041 Thompson Boulevard - B

A. EXISTING CONDITION:

From approximately Santa Cruz Street to Seaward Avenue, Thompson Boulevard is defined by one and two-story buildings which are primarily of a commercial nature. There are a number of underutilized and neglected sites along Thompson Boulevard. Many of the businesses are not currently oriented to serving the adjacent neighborhood. This segment of Thompson Boulevard represents the edge of the surrounding neighborhood and has therefore been identified as a T4.5 Zone. The streetscape is primarily defined by commercial frontage types. Thompson Boulevard is an urban thoroughfare with four travel lanes and parking each side. Sidewalks and landscape elements are inconsistent.

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

Existing Thompson Boulevard B	
Street	
T4.5	
92'	
60'	
Free Movement	
35 MPH	
8 - 11 seconds	
4 lanes	
Both sides @ 8'	
10'	
--	
Sidewalk, 12' min.	
Tree wells	
Curb	
Trees at 30' o.c. Avg.	
None	



B. PROPOSED APPROACH:

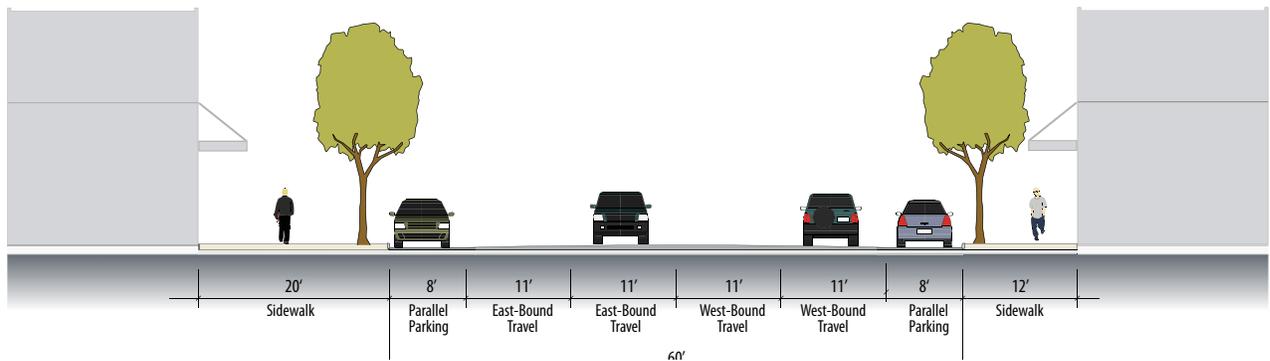
The proposed alterations are focused on reinforcing the existing street’s character, increasing the quality of the pedestrian experience. Thompson Boulevard is almost exclusively a commercial street with a few mixed-use buildings. Future development on Thompson Boulevard should maintain the established streetscape and land use pattern. Buildings should not exceed 2 stories in height and, where appropriate, be provided with awnings that strengthen a sense of enclosure for shoppers and strollers. The pedestrian experience should be enhanced with sidewalks that have street trees in wells and pedestrian-scale lighting. The existing on-street

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

Proposed Thompson Boulevard B	
Street	
T4.5	
92'	
60'	
Free Movement	
35 MPH	
8 - 11 seconds	
4 lanes	
Both sides @ 8'	
10'	
--	
Sidewalk, 12' min.	
Tree wells, 5'	
Curb	
Trees at 30' o.c. Avg.	
None	

Recommended Adjustments:

- Add 5' tree wells @ 30' o.c., each side.
- Relocate power poles underground.
- Replace serpent-head street lights with single-head column street lights.



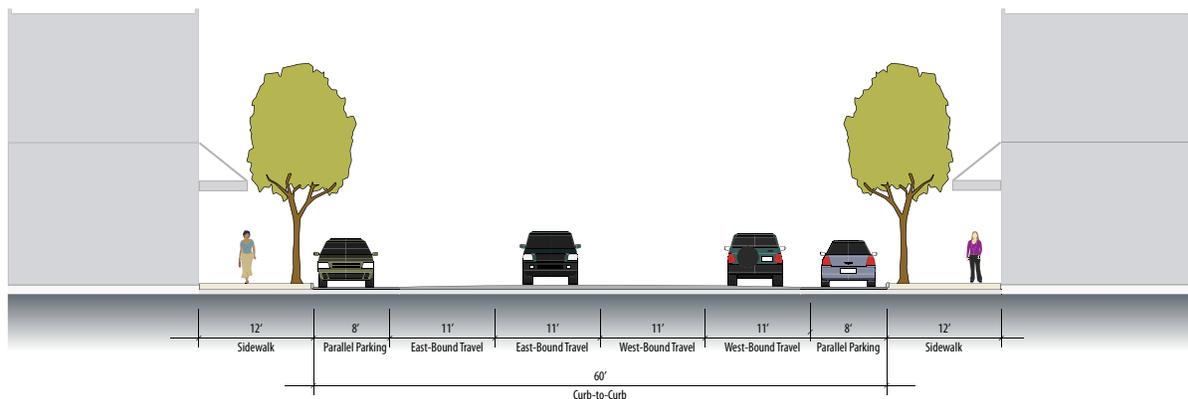
24M.208.042 Thompson Boulevard - C

A. EXISTING CONDITION:

From approximately Seaward Avenue to Howard Street, Thompson Boulevard is defined by one-story buildings which are primarily of a commercial nature. There are a number of underutilized and neglected sites along Thompson Boulevard. Many of the businesses are not currently oriented to serving the adjacent neighborhood. This segment of Thompson Boulevard represents the edge of the surrounding neighborhood and has therefore been identified as a T4.5 Zone. The streetscape is primarily defined by commercial frontage types. Thompson Boulevard is an urban thoroughfare with four travel lanes and parking each side. Sidewalks and landscape elements are inconsistent.

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

Existing Thompson Boulevard C	
Street	
T4.5	
84'	
60'	
Free Movement	
35 MPH	
8 - 11 seconds	
4 lanes	
Both sides @ 8'	
10'	
--	
Sidewalk, 12' min.	
Tree wells	
Curb	
Trees at 30' o.c. Avg.	
None	



B. PROPOSED APPROACH:

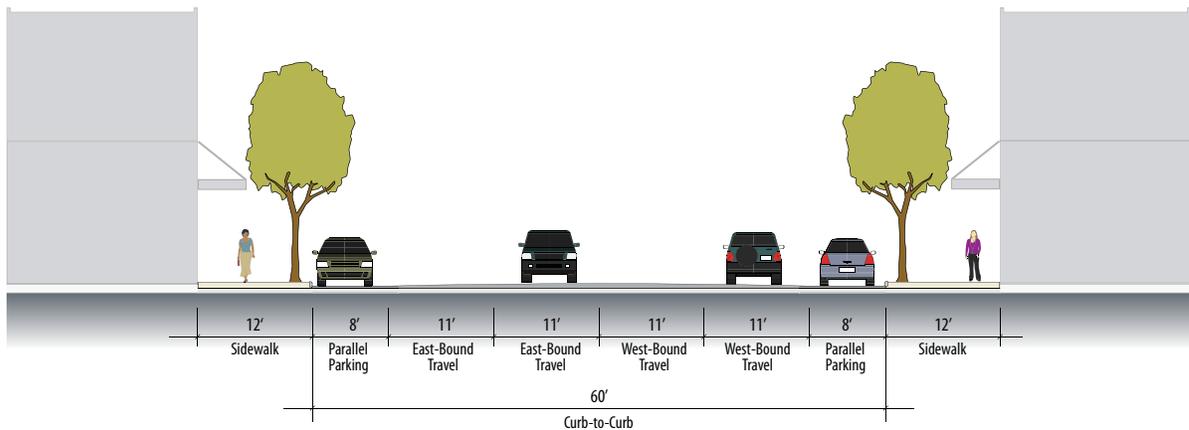
The proposed alterations are focused on reinforcing the existing street’s character and increasing the quality of the pedestrian experience. Thompson Boulevard is almost exclusively a commercial street with a few mixed-use buildings. Future development on Thompson Boulevard should maintain the established streetscape and land use pattern. Buildings should not exceed 3 stories in height and, where appropriate, be provided with awnings that strengthen a sense of enclosure for shoppers and strollers. The pedestrian experience should be enhanced with sidewalks that have street trees in wells and pedestrian-scale lighting. The existing on-street parallel parking helps to support the businesses along Thompson Boulevard.

Recommended Adjustments:

- Add 5’ tree wells @ 30’ o.c., each side.
- Relocate power poles underground.
- Replace serpent-head street lights with single-head column street lights.

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

Proposed Thompson Boulevard C	
Street	
T4.5	
84'	
60'	
Free Movement	
35 MPH	
8 - 11 seconds	
4 lanes	
Both sides @ 8'	
10'	
--	
Sidewalk, 12' min.	
Tree wells, 5'	
Curb	
Trees at 30' o.c. Avg.	
None	



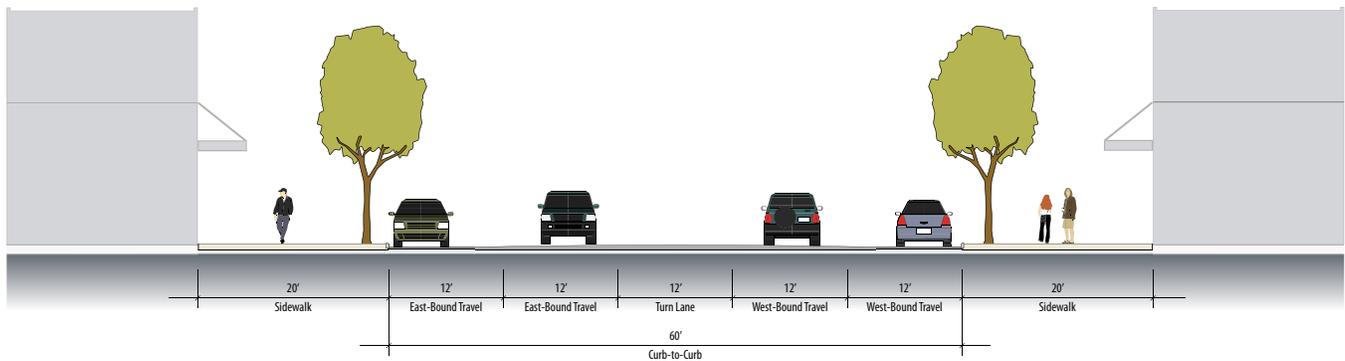
24M.208.043 Thompson Boulevard - D

A. EXISTING CONDITION:

From approximately Howard Street to Main Street, Thompson Boulevard is defined by one-story buildings which are commercial in nature and sit on relatively large sites. There is no cohesive or distinct character among this segment of Thompson Boulevard. Many of the businesses are not currently oriented to serving the adjacent neighborhood. This segment of Thompson Boulevard represents the edge of the surrounding neighborhood and has therefore been identified as a T4.5 Zone. There are large gaps in the streetscape, which is not defined on either side of the street. Thompson Boulevard is an urban thoroughfare with four travel lanes and parking each side. Sidewalks and landscape elements are inconsistent.

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

Street
T4.5
100'
60'
Free Movement
35 MPH
8 - 11 seconds
5 lanes
None
10'
--
Sidewalk, 20' min.
Tree wells
Curb
Trees, spacing varies
None



B. PROPOSED APPROACH:

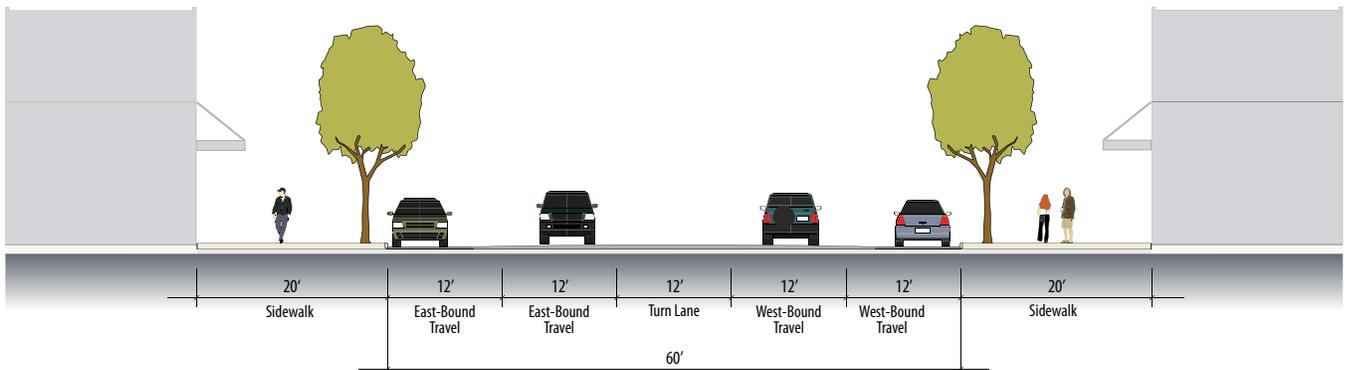
The proposed alterations are focused on reinforcing the existing street’s character and increasing the quality of the pedestrian experience. Thompson Boulevard is almost exclusively a commercial street with a few mixed-use buildings. Future development on Thompson Boulevard should maintain the established streetscape and land use pattern. Where appropriate, buildings should be provided with awnings that strengthen a sense of enclosure for shoppers and strollers. The pedestrian experience should be enhanced with sidewalks that have street trees in wells and pedestrian-scale lighting. The existing on-street parallel parking is adequate to support the businesses along Thompson Boulevard.

Recommended Adjustments:

- Add 5’ tree wells @ 30’ o.c., each side.
- Relocate power poles underground.
- Replace serpent-head street lights with single-head column street lights.

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

Proposed Thompson Boulevard D	
Street	
T4.5	
100'	
60'	
Free Movement	
35 MPH	
8 - 11 seconds	
5 lanes	
None	
10'	
--	
Sidewalk, 20' min.	
Tree wells, 5'	
Curb	
Trees at 30' o.c. Avg.	
None	



24M.208.200 Public Frontages

TABLE D-1: Public Frontages - General

The **Public Frontage** is the area between the private lot line and the edge of the vehicular lanes. Dimensions are given in TableD-2 (Public Frontages - Specific)

		PLAN			
		LOT	R.O.W.		
		PRIVATE FRONTAGE	PUBLIC FRONTAGE		
<p>a. (HW) For Highways: This frontage has open swales drained by percolation, bicycle trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.</p>		<p>T1 T2 T3</p>			
<p>b. (RR) For Rural Roads: This frontage has open swales drained by percolation, without parking. The landscaping consists of multiple tree and shrub species arrayed in naturalistic clusters</p>		<p>T1 T2 T3</p>			
<p>c. (SR) For Standard Roads: This frontage has open swales drained by percolation and a walking path or bicycle trail along one or both sides and yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.</p>		<p>T3 T4</p>			
<p>d. (RS) For Residential Street: This frontage has raised curbs drained by inlets and narrow sidewalks separated from the vehicular lanes by a wide continuous planter, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced alley.</p>		<p>T3 T4</p>			
<p>e. (SS) (AV) For Standard Streets or Avenues: This frontage has raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by a narrow continuous planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced alley.</p>		<p>T5 T6</p>			
<p>f. (CS) (AV) For Commercial Streets or Avenues: This frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible but clears the shopfront entrances.</p>		<p>T5 T6</p>			
<p>g. (BV) For Boulevards: This frontage has slip roads on both sides. It consists of raised curbs drained by inlets and sidewalks along both sides, separated from the vehicular lanes by planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced alley.</p>		<p>T3 T4 T5 T6</p>			



The conceptual photo-simulation shows one possible scenario of incremental improvements at the Main Street and Santa Rosa Street intersection possible under the Midtown Corridors Development Code.

MIXED TYPE DEVELOPMENT STANDARDS

24M.210.010 Purpose

This section regulates the development of large parcels or parcel assemblages. The intent is to generate buildings whose massing and articulation reflects the scale of the Midtown Corridors 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 various building and dwelling types within the same project is required in order to reflect the scale and the rhythm of the traditional lotting pattern that characterizes Midtown Ventura.

24M.210.020 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. Parcels or parcel assemblages with a contiguous area less than 30,000 sf may also be developed as Mixed Type Development.

24M.210.030 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.

24M.210.040 Relationship to Zones and Development Standards and Building Type Standards

Each building within a Mixed Type Development shall comply with the applicable requirements in the Zones & Development Standards, Building Type Standards and Frontage Type Standards. However, standards and requirements shall be amended as follows:

A. 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 below.

B. 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.

C. 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.

24M.210.050 Mixed Type Development Standards

Each building within a Mixed Type Development shall comply with the applicable requirements in the Zones & Development Standards, Building Type Standards and Frontage Type Standards. However, standards and requirements shall be amended as follows:

A. MIXED BUILDING TYPES.

1. 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.
2. 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.
3. Stacked Dwellings are generally not permitted in the Midtown Corridor 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. The units located within a Stacked Dwelling building type shall comprise no more than 30% of the project's total number of units and are encouraged to be located toward the rear of a lot.

B. PEDESTRIAN ACCESS.

The relatively large midtown 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 thus 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 semi-public 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:

1. Paseos shall be a minimum of 15 feet wide between primary building walls. Architectural encroachments are not permitted.
2. Courtyards shall be at minimum 30 feet wide for North/South oriented courtyards, or 40 feet wide for East/West oriented courtyard. See Section 24M.206.110, Sub-section D. Open Space, for further detail. Architectural encroachments are permitted as per the Zones & Development Standards.

C. VEHICULAR ACCESS.

1. 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.
2. 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.

D. MASSING AND ARTICULATION.

Development shall be designed as if buildings were built on narrow lots, following the 50 foot traditional lotting pattern in Midtown Ventura; subject to decision-making authority discretion for lesser or greater widths. 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 rooflines, window groupings, applied facade elements such as 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 established parcel increment found throughout Midtown.

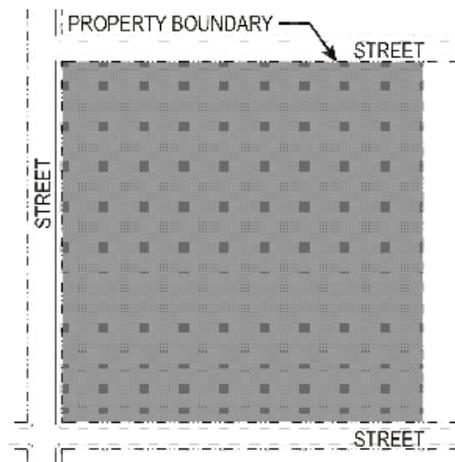
E. PUBLIC BUILDINGS.

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

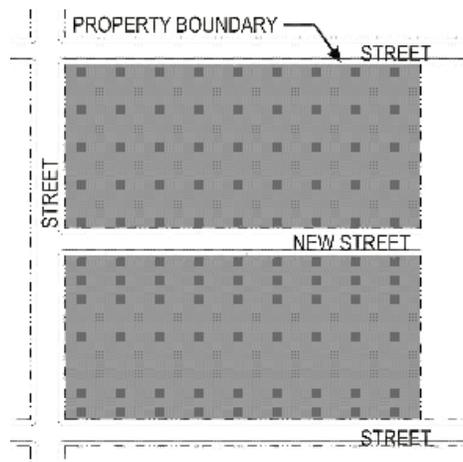
24M.210.060 Illustrative Diagrams

The following diagrams provide an illustrative example of how to comply with Section 24M.210.050.

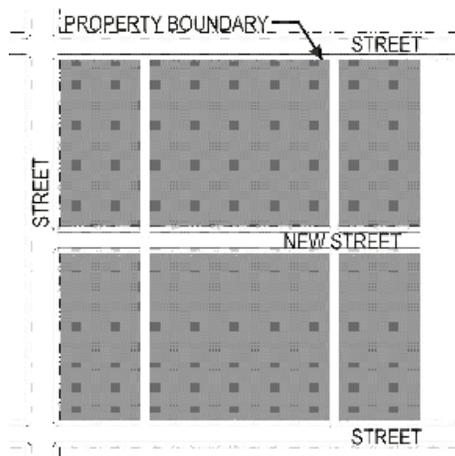
A. Original Site



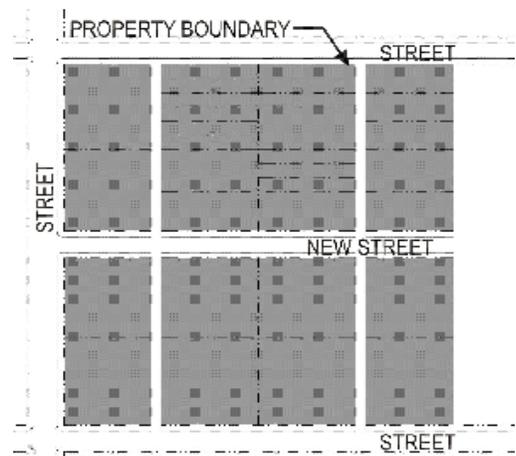
B. Introduce Streets



C. Introduce Alleys



D. Introduce Lots



E. Introduce Building Types



24M.212

OPEN SPACE STANDARDS

24M.212.010 Purpose and Applicability

A. PURPOSE.

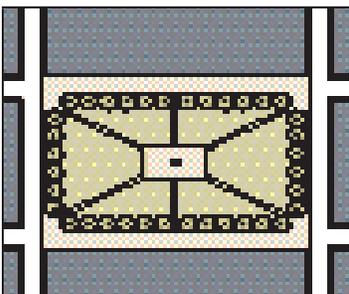
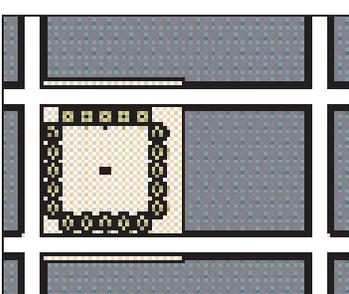
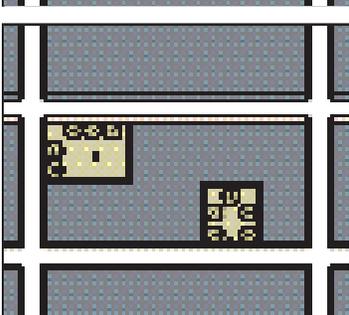
This Section identifies the open space types allowed within the Midtown Area, and provides design standards for each type, to ensure that proposed development is consistent with the City's goals for character and quality of the public realm of the street.

B. APPLICABILITY.

This Section applies to greens, squares, plazas, and playgrounds which are the open space types allowed in the T4 .5 and/or T5.2 zones.

24M.212.030 Open Space Types by Zone.

TABLE E: Open Space Types by Zone. This table provides descriptions of the character of open spaces and denotes which Transect Zone they are allowed in.

<p>a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building frontages. Its landscape shall consist of paths and trails, meadows, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. The minimum size shall be 15 acres. Larger parks may be approved by warrant as districts in all zones.</p>	 <p>T1 T2 T3</p>
<p>b. Green: An open space, available for unstructured recreation. A green may be spatially defined by landscaping rather than building frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 2 acres and the maximum shall be 15 acres.</p>	 <p>T4 T5</p>
<p>c. Square: An open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important thoroughfares. The minimum size shall be 1 acre and the maximum shall be 5 acres.</p>	 <p>T4 T5</p>
<p>d. Plaza: An open space, available for civic purposes and commercial activities. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas shall be located at the intersection of important streets. The minimum size shall be 1 acre and the maximum shall be 2 acres.</p>	 <p>T5</p>
<p>e. Playground: An open space designed and equipped for the recreation of children. A playground shall be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.</p>	 <p>T4 T5</p>

24M.300

DEFINITIONS

24M.300.010 Purpose

This Section provides definitions of terms and phrases used in this Midtown Corridors Code that are technical or specialized, or that may not reflect common usage. If a definition in this Section conflicts with a definition in another provision of the Zoning Ordinance or any other provision in the Municipal Code, these definitions shall control for the purposes of this Midtown Corridors Code. If a word or phrase is not defined in this Section, the definition of such word or phrase as defined in the General Plan or the zoning ordinance shall apply, in that order. If a word or phrase is not defined in this Section or the General Plan or the Zoning Ordinance, and a question arises as to how it is to be applied to a development proposal subject to this Midtown Corridors Code, the Director shall determine the applicable definition in accordance with the provisions of Chapter 24.505, giving deference to common usage and the purpose and intent of the General Plan, the zoning ordinance, and this Midtown Corridors Code.

24M.300.020 Definitions Of Specialized Terms And Phrases

As used in this Midtown Corridors Code, the following terms and phrases shall have the meaning given them in this Section, unless the context in which they are used clearly requires otherwise.

A. DEFINITIONS "A".

"Adult Business" - See Zoning Ordinance Chapter 24.492.

"Affordable Housing" means 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.

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

B. DEFINITIONS "B".

"Bar, Tavern, Night Club" means an 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 Chapter 24.460 (Alcoholic Beverage Establishments - Use Permit). Entertainment is also separately regulated by Chapter 10.450 (Dance Halls).

"Bicycle Lane" (BL) means a dedicated bicycle lane running within a moderate-speed vehicular thoroughfare, demarcated by striping.

"Bicycle Route" (BR) means a thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds.

"Bicycle Trail" (BT) means a bicycle way running independently of a high-speed vehicular thoroughfare.

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

"Block Face" means the aggregate of all the building facades on one side of a block. The Block Face provides the

context for establishing architectural harmony.

“Building Configuration” means the form of a building, based on its massing, private frontage, and height.

“Building Disposition” means the placement of a building on its lot.

“Building Function” means the uses accommodated by a building and its lot. Functions (i.e.: use) are categorized Table B Land Use Tables (Section 24M.203.031) and are either permitted by right or via use permit.

“Building Height” means the vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Exceptions to height limits specified in this Midtown Corridors Code are the exceptions listed in Section 24.405.030 of the zoning ordinance as it may be amended, revised or replaced from time to time. “Building Type” means a structure category determined by function, disposition on the lot, and configuration, including frontage and height. Building heights are specified in the Zones and Development Standards and illustrated in Table 2: Definitions Illustrated.

“Business Support Service” means a business that provides services to other businesses. Examples include:

- blueprinting
- computer-related services (rental, repair)
- copying and quick printing services
- film processing and photofinishing (retail)
- mailing and mail box services

C. DEFINITIONS “C”.

“Civic” means, 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” means 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” means an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping and their enfronting buildings.

“Commercial” means the term collectively defining workplace, office and retail functions.

“Community Meeting” means uses 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 theaters, music performance halls, and sports arenas.

“Context” means surroundings, including a combination of architectural, natural and civic elements that define specific neighborhood or block character.

“Corridor” means a lineal geographic system incorporating transportation and/or greenway trajectories. A transportation corridor may be a lineal urban Transect Zone.

D. DEFINITIONS “D”.

“Day Care” means 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 period less than 24 hours per day.

“Density” means the number of dwelling units within a standard measure of land area, usually given as units per acre.

“Design Speed” means 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.

“Drive -Through Retail or Service” means a retail or service business where services may be obtained by motorists without leaving their vehicles. Examples include automated teller machines (ATMs), banks, pharmacy dispensaries, and restaurants.

“Driveway” means a vehicular lane within a lot, usually leading to a garage.

“Dwelling - Multi-Unit” means a single structure containing two or more dwelling units, or multiple units arranged with zero lot lines. These include: duplexes, triplexes, quadplexes; rowhouses, courtyard housing, and stacked dwellings.

“Dwelling - Single Dwelling” means a building designed for and/or occupied exclusively by one housekeeping unit. Also includes factory built, modular housing units, constructed in compliance with the Uniform Building Code (UBC), and mobile homes/manufactured housing units that comply with the National Manufactured Housing Construction and Safety Standards Act of 1974, placed on permanent foundation systems.

E. DEFINITIONS “E”.

“Elevation” means an exterior wall of a building not along a Frontage Line. See: Facade.

“Emergency Shelters” means housing with minimal supportive services for homeless persons and limits the occupancy of six months or less by the homeless person. No individual or household may be denied emergency shelter because of an inability to pay. This use type does not include Special Residential.

“Enfront” means to place an element along a frontage line, as in “porches enfront the street.”

“Entrance, Principal” means the main point of access of pedestrians into a building.

F. DEFINITIONS “F”.

“Facade” means the exterior wall of a building that is set along a Frontage Line (see Elevation; Frontage Line).

“Farmers’ Market, Certified” means indoor or 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.

“Frontage Line” means those lot lines that coincide with a public frontage. Facades along Frontage Lines define the public realm and are therefore more regulated than the elevations that coincide with other Lot Lines.

G. DEFINITIONS “G”.

“Gas Stations” means 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.

H. DEFINITIONS “H”.

“Health/Fitness Facility” means establishments offering predominantly participant sports within an enclosed building. Typical uses include bowling, alleys, billiard parlors, pool halls, indoor ice or roller skating rinks, indoor racquet-ball courts, indoor batting cages and helath or fitness club.

“Home Occupation” means an occupation conducted at a premises containing a dwelling unit as an incidental use by the occupant of that dwelling.

I. DEFINITIONS “I”.

“Infill” means a project within existing urban fabric.

“Inside Turning Radius” means 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.

J. DEFINITIONS “J”.

K. DEFINITIONS “K”.

L. DEFINITIONS “L”.

“Liner Building” means a building specifically designed to mask a parking lot or a parking garage from a frontage.

“Lodging” means establishments providing two (2) or more housekeeping units or 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.

“Lot Line” means the boundary that legally and geometrically demarcates a lot (see Frontage Line).

“Lot Width” means the length of the principal Frontage Line of a lot.

M. DEFINITIONS “M”.

“Medical/Dental” means establishments 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.

“Mortuary, Funeral Home” means a funeral homes and/or parlor, where deceased are prepared for burial or cremation, and funeral services may be conducted.

N. DEFINITIONS “N”.

“Neighborhood” means 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.

O. DEFINITIONS “O”.

“Office” means 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.

P. DEFINITIONS “P”.

“Parking Facility - Public or Commercial” means a parking lot or structure operated by the City, or a private entity providing parking for a fee. Does not include towing impound and storage facilities.

“Parking Structure” means a building containing two or more stories of parking. Parking Structures shall have Liner Buildings at the first story or higher.

“Passage” (PS) means a pedestrian connector passing between buildings, providing shortcuts through long blocks and connecting rear parking areas to frontages. Passages may be roofed over.

“Path” (PT) means a pedestrian way traversing a park or rural area, with landscape matching the contiguous open space. Paths should connect directly with the urban sidewalk network.

“Pedestrian Shed” means an area, approximately circular, that is centered on a common destination. A Pedestrian Shed is applied to determine the approximate size of a neighborhood. A Standard Pedestrian Shed is 1/4 mile

radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. It has been shown that provided with a pedestrian environment, most people will walk this distance rather than drive. The outline of the shed must be refined according to actual site conditions, particularly along Thoroughfares. A Long Pedestrian Shed is 1/2 mile radius or 2640 feet, and may be used for mapping when transit is present or proposed. (Sometimes called a “walk-shed” or “walkable catchment.”) A Linear Pedestrian Shed is elongated to follow a Commercial corridor.

“Personal Services” means 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.

“Planter” means the element of the public streetscape which accommodates street trees. Planters may be continuous or individual.

“Principal Building” means the main building on a lot, usually located toward the frontage (see Table 16).

“Printing and Publishing” means a business that provides printing services using letterpress, lithography, gravure, screen, offset, or electrostatic (xerographic) copying; and other establishments serving the printing trade including bookbinding, typesetting, engraving, photoengraving and electrotyping. This use also includes: businesses that publish newspapers, books and periodicals; establishments manufacturing business forms and binding devices. “Quick printing” services are included in the definition of “Business Support Services.”

“Private Frontage” means the privately held layer between the frontage line and the principal 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 (see Table E).

“Public Frontage” means the area between the curb of the vehicular lanes and the Frontage Line. Elements of the Public Frontage include the type of curb, walk, planter, street tree and streetlight (see Table D).

Q. DEFINITIONS “Q”.

R. DEFINITIONS “R”.

“Rear Alley” (AL) means 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” (LA) means 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.

“Research and Development” (R&D) means a facility for scientific research, and the design, development and testing of electrical, electronic, magnetic, optical and computer and telecommunications components in advance of product manufacturing; and the assembly of related products from parts produced off-site, where the manufacturing activity is secondary to the research and development activities. Includes pharmaceutical, chemical and biotechnology research and development. Does not include soils and other materials testing laboratories (see “Laboratory”).

“Residential” means premises available for long-term human dwelling.

“Residential Accessory Use or Structure” means a use and/or structure that is customarily a part of, and clearly incidental and secondary to a residence, and does not change the character of the residential use. This definition includes, by way of example, the following types of uses or detached accessory structures, and other similar structures normally associated with a residential use of property.

- garage

- gazebo

- greenhouse (non-commercial)

- spa, hot tub

storage shed
studio
swimming pool
tennis or other on-site sport court
workshop

Also includes the indoor storage of automobiles, personal recreational vehicles and other personal property, accessory to a residential use. Does not include second units and carriage houses, which are separately defined.

“Restaurant” means 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.

“Retail” means Establishments engaged in the sale of goods and merchandise.

“Retail” Frontage Line means Frontage Lines that require the provision of a Shopfront, causing the ground level to be available for retail use.

“Rowhouse” means a single-family dwelling that shares a party wall with another of the same type and occupies the full frontage line (syn: Townhouse).

S. DEFINITIONS “S”.

“School” includes the following facilities:

“Elementary, Middle, Secondary” means a public or private academic educational institution, including elementary (kindergarten through 6th grade), middle and junior high schools (7th and 8th grades), secondary and high schools (9th through 12th grades). May also include any of these schools that also provide room and board.

“Specialized Education/Training” means a public or private institution that provides education and/or training, including vocational training, in limited subjects. Examples of these schools include:

art school
ballet and other dance school
business, secretarial, and vocational school
computers and electronics school
drama school
driver education school
establishments providing courses by mail
language school
martial arts
music school
professional school (law, medicine, etc.)
seminaries/religious ministry training facility

Does not include pre-schools and child day care facilities (see “Day Care”). See also the definition of “Studio - Art, Dance, Martial Arts, Music, etc.” for smaller-scale facilities offering specialized instruction.

“Setback” means the area of a lot measured from the lot line to a building facade or elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first story level) which are permitted to encroach into the Setback.

“Sidewalk” means the paved layer of the public frontage dedicated exclusively to pedestrian activity.

“Side Yard Plane” means a height limitation that, when combined with the maximum height, helps define the building envelope within which each new structure or addition must be contained. The side yard plane is an inclined plane, beginning at 15 feet above average grade (or the first story parapet or eave, whichever is higher), as depicted in the development standards for each zone, and extending into the site at a 45-degree upward angle to the hori-

zontal up to the maximum height limit. The side yard plane may further limit the height or horizontal extent of the building at any specific point where the side yard plane is more restrictive than the height limit applicable at such point on the site. The side yard plane shall apply only to side yards of parcels abutting north-south through streets, and shall not apply to the intersection of Thompson Boulevard and Seaward Avenue.

“Single Room Occupancy” (SRO) means a building with single rooms that are made available for rental and that provide sleeping areas with shared bathrooms and kitchens.

“Special Residential” means a use within or comprising any of the following use types 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).

“Standard Pedestrian Shed” means an area, approximately circular, that is centered on a Common Destination. A Pedestrian Shed is applied to determine the approximate size of a Neighborhood. A Standard Pedestrian Shed is 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. It has been shown that provided with a pedestrian environment, most people will walk this distance rather than drive. The outline of the shed must be refined according to actual site conditions, particularly along thoroughfares. (Sometimes called a “walkshed” or “walkable catchment.”) See Pedestrian Shed.

“Story” means a habitable level within a building where ground floor is a minimum of 15 feet in height and upper stories are no more than 14 feet in height from finished floor to floor. Attics and raised basements are not considered stories for the purposes of determining building height.

“Street” (ST) means 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).

“Streetscape” means 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.).

“Studio - Art, Dance Martial Arts, Music, etc.” means small scale facilities, typically accommodating one group of students at a time, in no more than one instructional space. Larger facilities are included under the definition of “Schools - Specialized education and training.” Examples of these facilities include: individual and group instruction and training in the arts; production rehearsal; photography, and the processing of photographs produced only by users of the studio facilities; martial arts training studios; gymnastics instruction, and aerobics and gymnastics studios with no other fitness facilities or equipment. Also includes production studios for individual musicians, painters, sculptors, photographers, and other artists.

T. DEFINITIONS “T”

“Terminated Vista” means a location at the axial conclusion of a thoroughfare. A building located at a Terminated Vista designated on a Regulating Plan is required to be designed in response to the axis.

“Thrift Stores” any retail establishment primarily selling used goods that are donated or acquired for less than reasonable wholesale value of the goods.

“Thoroughfare” means a vehicular way incorporating moving lanes and parking lanes within a right-of-way.

Townhouse: syn: Rowhouse.

“Transect” means a system of ordering human habitats in a range from the most natural to the most urban as summarized in Chapter 3 of the General Plan. Among other applications of the transect, the SmartCode is based upon six Transect Zones which describe the physical character of place at any scale, according to the density and intensity of land use and urbanism.

“Transect Zone” (T-Zone) means a geographically specific zoning classification established to regulate development patterns in accordance with the transect system. Transect Zones are administratively similar to the land-use zones in conventional zoning ordinances, 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 basic T-Zones are: T1 Natural, T2 Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center, and T6 Urban Core (see Table A).

“Transit Station or Terminal” means a passenger station for vehicular, and rail mass transit systems; also terminal facilities providing maintenance and service for the vehicles operated in the transit system. Includes bus terminals, taxi stands, railway stations, etc.

“Transition Line” means 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” means 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.)

U. DEFINITIONS “U”.

V. DEFINITIONS “V”.

W. DEFINITIONS “W”.

Wireless Telecommunications Facility: as defined in Zoning Ordinance Chapter 24.497.

X. DEFINITIONS “X”.

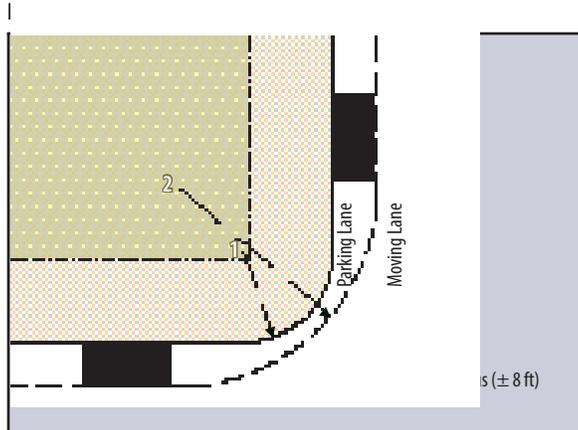
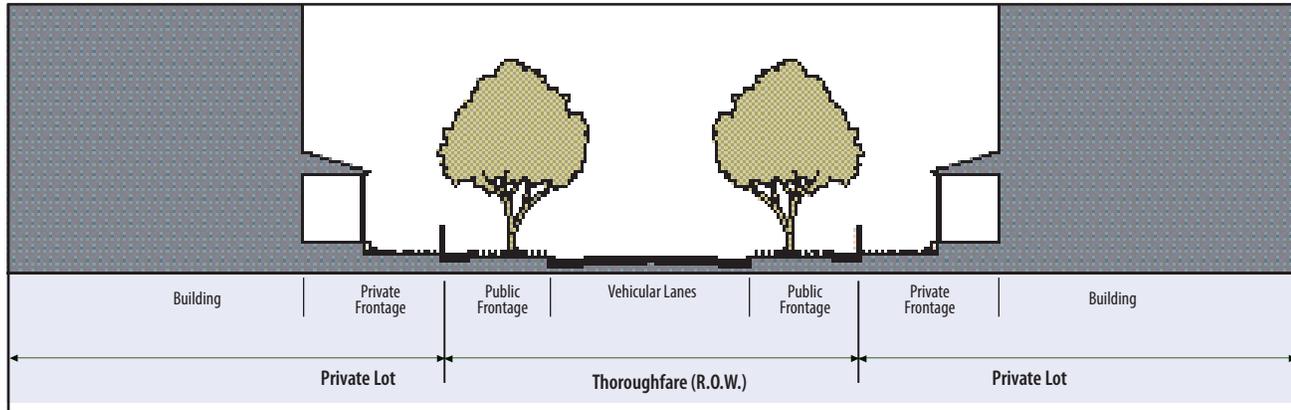
Y. DEFINITIONS “Y”.

Z. DEFINITIONS “Z”.

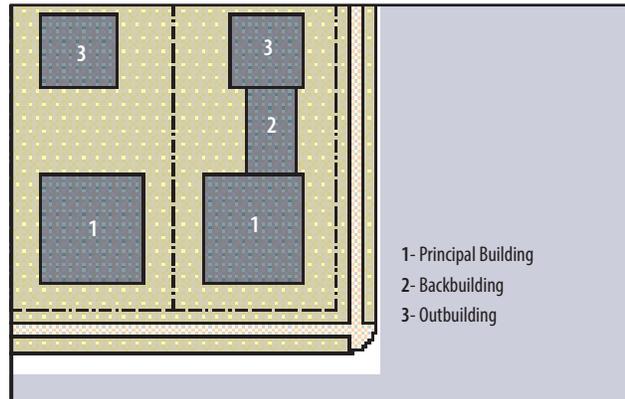
24M.300.030 Definitions Illustrated.

TABLE 1: Definitions Illustrated.

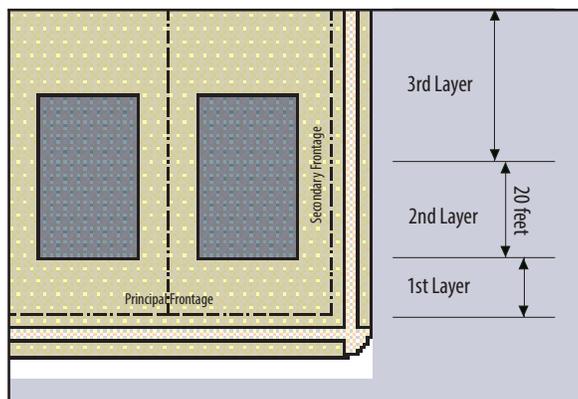
a. THOROUGHFARE & FRONTAGES



c. BUILDING DISPOSITION



d. LOT LAYERS



e. FRONTAGE & LOT LINES

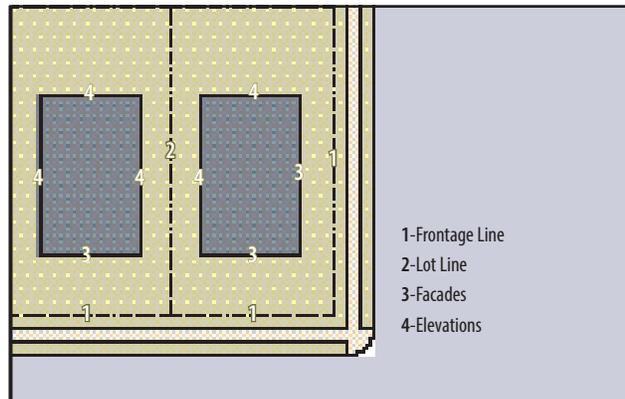
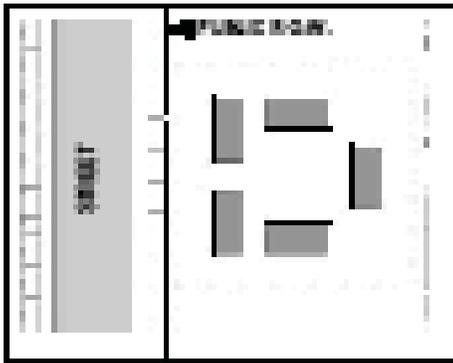
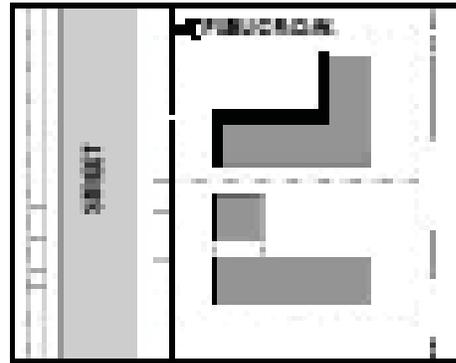


TABLE 2: Definitions Illustrated.

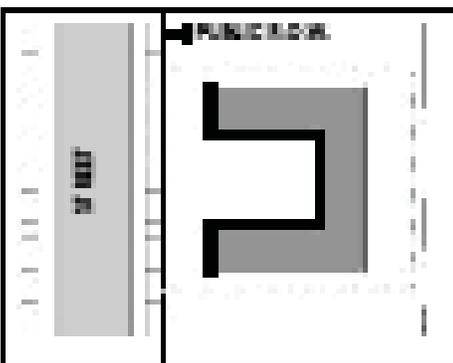
a. COURTYARD HOUSING CONFIGURATIONS



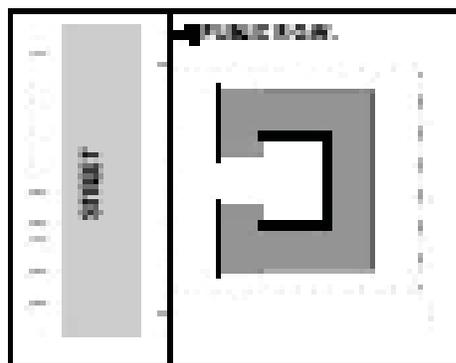
A. Ringway Court: a Ringway Court is comprised of individual, enclosed single-family dwellings arranged around a central courtyard. This type is the most common and seamlessly fits into any single-family residential neighborhood.



B. Side Courtyard: a Side Courtyard is defined on one or two sides by attached side and/or townhouses. The courtyard may be completely open to the street (for a more suburban setting) or be placed away from the street by the building (for a more urban setting).



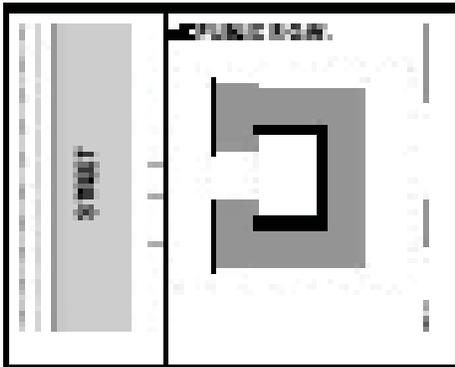
C. Open Courtyard: an Open Courtyard is a court that is surrounded on three sides by a "U" shaped building. The fourth side is completely open to the street.



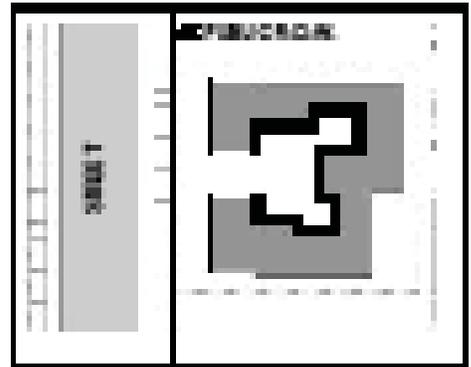
D. Forecourt Courtyard: a Forecourt Courtyard is surrounded by buildings on three sides. The fourth side is partially open to the street, the open, unroofed portion (the forecourt), providing a transition to the street. In this courtyard type, access from the street to the courtyard can be controlled with a gate.

TABLE 2: Definitions Illustrated. (continued)

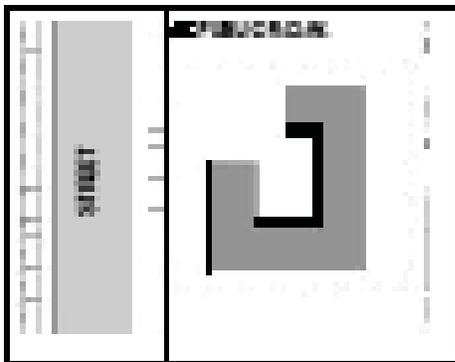
a. COURTYARD HOUSING CONFIGURATIONS



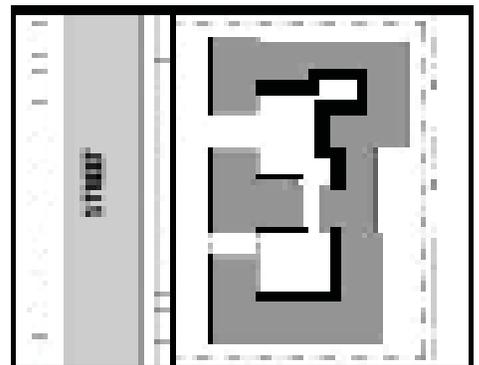
E. Zigzag Courtyard: A Zigzag Courtyard is very similar to a Forecourt Courtyard, the only difference being that the passageway leading from the court to the street is covered by a roof. The *loggia*, a covered passage that passes through the building and gives access to the street, can be *gated*.



F. Composite Courtyard: A Composite Court is a courtyard comprised of a large primary courtyard from which smaller, secondary public spaces or *loggias*. The primary courtyard can be any of the previous site-plan-courtyard types discussed previously.



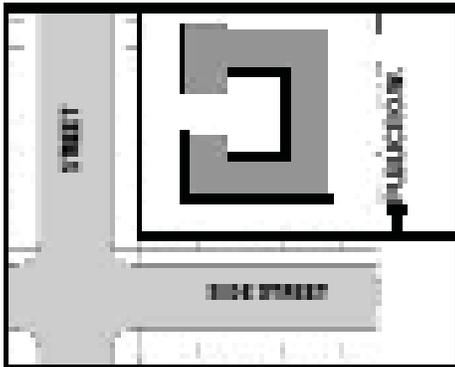
G. Corner Courtyard: A Corner Courtyard places the passageway leading from the street to the courtyard at the corner of the lot. The passageway is open to the sky. Access to and from the courtyard can be controlled with a *gate*.



H. Multiple Courtyard: A Multiple Courtyard consists of two or more separate courts. Though distinct spaces, these courtyards, comprised of any of the previous types, are connected via public passageways open to the sky or via *loggias*.

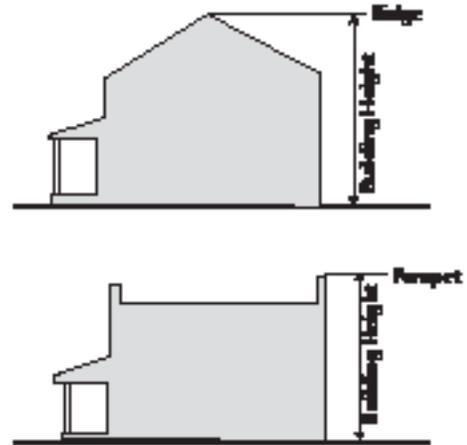
TABLE 2: Definitions Illustrated. (continued)

a. COURTYARD HOUSING CONFIGURATIONS



1. Corner Lot Courtyard: a Corner Lot Courtyard places any of the previous courtyard types at the intersection of two streets. Since this type faces two streets, the side of the courtyard that does not provide access to the street must provide enclosures to the street and to the courtyard.

b. BUILDING HEIGHT



Study of Historic Property Types

I. Introduction

A. Project Description

This reference section provides an assessment of historic property types along the Main Street and Thompson Boulevard Corridors in the Midtown area of Ventura, California. In order to make these assessments, the following project tasks were identified:

1. Review existing maps, photographs, and streetscape photo collages;
2. Identify “historic property types” and their characteristics within the project area;
3. Present a list of potentially historic neighborhoods within the project area, based upon tract and subdivision maps; and
4. Provide a brief development context of the project area.

The purpose of this section is to establish an historic context within which historic resources can be appropriately evaluated. This context is intended to highlight trends and patterns critical to the understanding of the built environment, and to act as a framework for future efforts to identify historic, architectural, and cultural resources in the Midtown area of Ventura. It may also serve as a guide to enable citizens, planners, and decision-makers to evaluate the relative integrity and significance of individual properties.

Note that the assessments contained in this report are based upon photo documentation only and do not fully address material integrity or historic significance. A definitive determination of a property’s eligibility for historic designation – at the local, state, or national level -- would require a historic resources survey, including field evaluations and property-specific research.

B. Establishing an Historic Context

In order to understand the significance of resources within a particular area, it is necessary to examine those resources within a larger context. By placing these resources within the appropriate historic, social, and architectural perspective, the relationship between an area’s physical environment and its broader history can be established.

According to standard preservation practice, an historic context statement consists of two components: (1) a narrative describing the broad patterns of historical development in a community or its region, and (2) identification of associated historic property types that may represent these patterns. National Register Bulletin 16A, written by the National Park Service, defines an historic context as “a body of information about historic properties organized by theme, place, and time.” Historic context is linked with tangible built resources through the concept of property type, a “grouping of individual properties based on shared physical or associative characteristics.” The purpose of such a context statement is to provide decision-makers and the community with a framework for the identification of historic resources and the determination of their relative significance.

II. Historic Property Types

Historic property types represented within the Midtown area of Ventura were identified by reviewing streetscape photo collages. The photo collages portray the street frontage of Main Street, Thompson Boulevard, and associated side streets through Midtown Ventura. Identification of historic property types included an assessment of multiple property characteristics, including:

1. Building form (scale, number of stories)
2. Building materials (brick, wood, stucco)
3. Architectural style (Victorian-era, Craftsman, Period Revival, Mid-century Modern, vernacular)
4. Use (single family residential, multiple family residential, commercial)
5. Period of historical development (early-20th century, mid-20th century)

Note: These assessments are based upon careful examination of the streetscape photo collages only, and are therefore somewhat speculative. A thorough evaluation of historic property types and their associated characteristics would require a historic resources survey.

Bases upon the above assessments, useful nomenclature was developed that provided for the categorization of these properties in a meaningful way. Property types were defined according to the above characteristics, or character-defining features. Through this process, eight categories have been established as follows:

A. Early 20th-century single family residential

This group is defined by the single-story detached house, constructed between 1910 and 1930. Typical architectural styles from the period include Victoria-era, Craftsman, and Period Revival styles, particularly Spanish Colonial Revival style.

B. Early 20th-century multiple family residential

This category contains one-story duplexes, fourplexes, and bungalow courts, as well as two-story apartment houses, constructed between

1910 and 1930. As listed above, represented styles include the Victoria-era, Craftsman, and Period Revival styles.

C. Early 20th-century commercial

Commercial properties from 1910 to 1930 were typically brick in construction, often with wood-frame storefronts. Buildings are one and two stories in height and set at the street. Most are vernacular in style, though some display the Spanish Colonial Revival style.

D. Mid-century single family residential

This category is characterized by the one-story detached house constructed between 1930 and 1970. These structures are typically wood-frame in construction with stucco exterior cladding. Prevalent styles include Minimal Traditional, Mid-century Modern, and Ranch.

E. Mid-century multiple family residential

This group is defined by two-story apartment buildings constructed between 1930 and 1970. Characteristically wood-frame with stucco wall cladding, these structures often are vernacular or Mid-century Modern in style.

F. Mid-century commercial

Commercial development between 1930 and 1970 is characterized by single-story storefronts designed in the vernacular or Mid-century Modern styles. Construction is typically wood-frame with stucco exteriors and metal-frame plate-glass fenestration on the street facade.

G. Mid-century roadside

A subset of the above mid-century commercial, roadside architecture is designed to appeal to the motorist. Examples include drive-in markets, motels, service stations, and car washes. These structures employ similar materials and styles as their commercial counterparts above.

H. Other

This category includes property type not captured above, including churches, early industrial buildings, etc.

Representative examples of each of the identified historic property types are presented in the table below.

Property Type	Characteristics	Representative Photo
<p>A Early 20th-century single family residential</p>	<ul style="list-style-type: none"> • One-story detached house • Victoria-era, Craftsman and Period Revival styles (particularly Spanish Colonial Revival style) • 1910-1930 	
<p>B Early 20th-century multiple family residential</p>	<ul style="list-style-type: none"> • One- and two-story • Bungalow court, duplex, fourplex, apartment house • 1910-1930 	
<p>C Early 20th-century commercial</p>	<ul style="list-style-type: none"> • One- and two-story • Set at the street • Brick construction, wood-frame storefronts • Vernacular, Spanish Colonial Revival styles • 1910-1930 	
<p>D Mid-century single family residential</p>	<ul style="list-style-type: none"> • One-story detached house • Wood-frame construction, stucco cladding • Minimal Traditional, Mid-century Modern, Ranch styles • 1930-1970 	

	Property Type	Characteristics	Representative Photo
E	Mid-century multiple family residential	<ul style="list-style-type: none"> • Two-story apartment building • Wood-frame construction, stucco cladding • Vernacular, Mid-century Modern styles • 1930-1970 	
F	Mid-century commercial	<ul style="list-style-type: none"> • One- and two-story • Set at the street • Wood-frame construction, stucco cladding, metal-frame storefronts • Vernacular, Mid-century Modern styles • 1930-1970 	
G	Mid-century roadside	<ul style="list-style-type: none"> • One- and two-story • Wood-frame construction, stucco cladding, metal-frame storefronts • Vernacular, Mid-century Modern styles • Drive-in markets, motels, service stations • 1930-1970 	
H	Other	<ul style="list-style-type: none"> • Religious (church) • Industrial 	

III. Historic Context of Mid-Town Development

A. Introduction

A historic context is “a body of information about the historic properties organized by theme, place and time.” Historic context is linked with the built environment through the concept of “property type,” a “grouping of individual properties based on shared physical or associative characteristics.” The purpose of a context statement is to provide a framework for the identification of historic resources and the determination of their relative significance.”

A context statement identifies various historical factors that shaped the development of the area. It may include, but need not be limited to: historical activities or events; historic persons; building types, materials and architectural styles and patterns of physical development.

This brief historic context statement provides a narrative overview of the development of Midtown from its early settlement in 1906 through the building of U. S. Freeway 101. Themes and associated property types include residential development; commercial development; transportation patterns; and community planning.

Early Period of Development of San Buenaventura

Prior to exploration by Spanish navigators, the area known as San Buenaventura was inhabited by the Chumash Indians for thousands of years. From 1542 to 1782 Spain explored and conquered this area, and established settlement with the founding of Mission San Buenaventura. From 1782 to 1834 the Mission was the hub of civilization. From 1834 to 1869, the Missions were secularized by the Mexican government. During this period Californio ranchos flourished, until their demise occurred with a drought in 1864. When the Transcontinental Railroad was completed, the railroad brought the first land boom and early settlement of European/Anglo occupation. From 1887 to 1903, the completion of the Newhall spur of the Southern Pacific Railroad to Ventura brought about a second land boom. A more complete context of the built environment can be found in documents related to the historic resources survey of Downtown.

Annexation Midtown (1906)

In 1903, rancher Dixie Thompson owned all the land east of the city from the Sanjon Barranca. In 1913, the Adam Phillips Company (owners of the Ventura Water, Light, and Power Company) purchased most of the available Thompson Ranch and subdivided it for tract housing and development. In April of 1906, the city annexed 627 acres of the Thompson Ranch, along with additional land, to expand its territory to 1900 acres.

Oil Boom of the 1920s Begins Midtown Development (1921 – 1930)

In 1914, Ralph B. Lloyd formed the State Consolidated Oil Company and began leasing oil-bearing lands along both sides of Ventura Avenue. In 1915, the Panama-California Exposition in San Diego popularized Spanish architecture in California, ushering in the era of the Spanish Colonial Revival style. The Oil Boom of the 1920s, proved to be the largest and most comprehensive growth period in the Ventura’s history.

Between 1921 and 1930, subdivision tracts were laid out between the western border of Midtown (the Sanjon Barranca, Crimea Street, Aliso Street along the Cemetery, and into the hills) to the eastern border along Mills Road. By 1928 the city had grown eastward to Evergreen Drive on the southeast and Fairview Drive on the northeast. Washington Street School (96 Mac Millan Avenue, built in 1924) was constructed. The corridors of Main Street and Thompson Boulevard remained virtually vacant. The predominant style of architecture for the residential structures built during this period in Midtown was the Spanish Colonial Revival Style. Newspapers from 1921 to 1929 ran weekly advertisements of house plans in this genre and would publish daily lists of building permits issued, boasting that the city was the leader in the state for the number of permits granted.

Post World War II Prosperity to the Freeway (1945 – 1966)

Throughout the Depression and World War II, construction came to a complete halt as economics and then scarcity of raw materials made construction infeasible.

With the establishment of the military bases at Port Hueneme and Point Magu, thousands of families decided to make the area their permanent home. From the onset of World War II in 1941, housing began to fill in from Seaward to Mills Road. Subdivision maps show a marked increase in housing after World War II. The commercial corridors of Main and Thompson began to contain structures whose uses served the commercial interests of the adjacent housing. There was an emphasis on auto related businesses, with several auto courts and roadside motels lining Thompson Boulevard, used as Highway 101 at this time.

By 1966, the housing subdivisions extended well past Mills Road. The commercial corridors of Main and Thompson were built out with offices, markets, banks, restaurants, medical and dental offices, churches and auto-related services. The largest commercial store was the Sears and Robuck building (located at 2750 Main Street and built in 1948). These buildings form the nucleus of the existing built environment on the commercial corridors in Midtown.

Although officially annexed into the city in 1906, the residential development of Midtown did not come to fulfillment until the 1920s and continued until the end of World War II. The commercial development along the corridors of Main Street, Thompson Boulevard, and Loma Vista Drive did not take place until after World War II and was concentrated between the years of 1950 and 1966.

B. Selected Chronology

The following chronology is not a comprehensive history of the Midtown area. Rather, it is intended to highlight activities and events important to the understanding of the built environment of the area known as Midtown in the city of San Buenaventura.

1542 – 1782 – The period of European exploration of San Buenaventura.

1782 – 1824 – The Mission Period of settlement.

1834 – 1869 – Secularization of the Missions, Californio rancho period, and the early settlement of European/Anglo occupation of the city.

1869 – 1887 – Completion of the Transcontinental Railroad and the first land boom of San Buenaventura.

1887 – 1903 – Completion of the Newhall spur of the Southern Pacific Railroad and the second significant land boom of San Buenaventura. The town is approximately one mile square, or approximately 740 acres at the end of this period.

1903 – 1905 – The beginning of the City Beautiful Movement in Ventura. In February of 1903, Dixie Thompson authorizes the building of Thompson Boulevard and it is approved by the County Board of Supervisors. In April of 1903, Dixie Thompson dies and his land is put up for sale. In November of 1905, the Adam Phillips Company purchases the Thompson Ranch and a campaign for annexation begins.

1906 - On April 10, 1906, the city votes for annexation of portion of the Thompson Ranch (627 acres) and additional areas east of the town to now expand it's borders to encompass 1900 acres. The Adam Phillips Company forms the San Miguel Company for the purpose of subdividing the land for tract housing developments.

1909 – 1910 – Businessperson, A. C. Gates, procures 100 acres of the Thompson Ranch from the San Miguel Company and creates the first subdivision called The Beach Tracts. In December of 1909, County Supervisor T. C. Gabbert purchases land from the San Miguel Company and offers the second tracts of land for development along Thompson Boulevard. Securing a tourist hotel is the anchor of the subdivision of the Beach Tracts, and Ojai socialite, Mrs. Pierpont-Ginn buys Tract 25 and by September of 1910, the Pierpont Inn opens its doors.

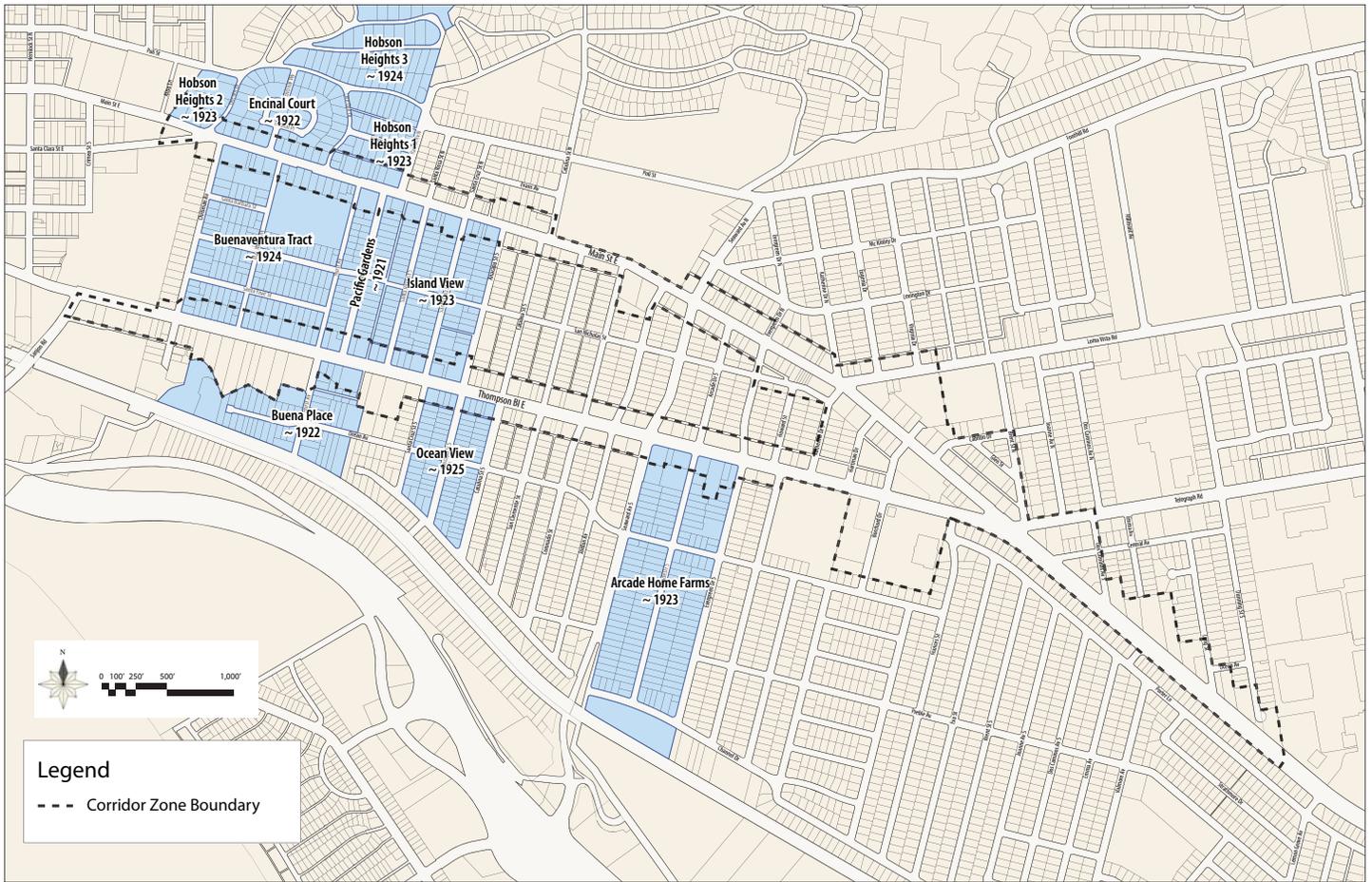
1914 – Ralph B. Lloyd forms the State Consolidated Oil Company and begins leasing oil-bearing lands along both sides of Ventura Avenue.

1915 – The Panama-California Exposition in San Diego popularizes Spanish architecture in California, ushering in the era of the Spanish Colonial Revival style.

1921 – Shell Oil Company strikes large deposits of oil in the Ventura Avenue area and the third significant period of development for San Buenaventura begins, called the Oil Boom of the 1920s. In September of 1921, the Pacific Gardens Tract (bordered north and south by Main Street, Thompson Boulevard and east by Pacific Avenue) is surveyed for land development and offered for sale.

1921 – 1945 – The residential portion of Midtown is developed primarily during the Oil Boom and continues after the Depression with the establishment of Port Hueneme and Point Magu in Oxnard. It reaches its eastern border by the end of World War II.

1950 – 1966 – The commercial corridors of Midtown do not develop until after World War II. The post war era of prosperity brings demand for goods and services to the residential population and the building of the freeway makes faster commuting possible. By 1966 most of the extant buildings along the Main, Thompson, and Loma Vista corridors are constructed.



IV. Historic Tracts and Subdivisions

The map above diagrams potential historic neighborhoods in Midtown. Details on some of these tracts and subdivisions are outlined below:

Arcade Home Farms

Date: April 1923

Subdividers: Purkies & Cannon.

Owners: Madge B. Chrisman, Aratus Everett, Eva P. Everett, Ernest E. Everett, N. Sydow Everett. Haley E. Stiles, Arcade Building Company, L.A. Durfee (president), John A. Lagomarsino (secretary).

Streets: Arcade Drive, Channel Drive, Evergreen Drive, Dixie Drive (Ocean Avenue), Ocean Drive (Seaward Drive), Thompson Avenue (Thompson Boulevard).

Buena Place

Date: December 1922

Owners: T.G. Gabbert, Horace Yeaman, M.A. Hall, Thomas and Helen Newby, D. Lacy, Theresa Clark, Richard and H. Mary Langdon.

Streets: Pacific Avenue (Hurst Street), Ocean Avenue. (Tract did not go north of Langdon Way)

Buenaventura Tract Resubdivision

Date: April 1924
Owners: Gilip W. and Jennie M. Chrisman.
Streets: Chrisman Avenue, MacMillan Avenue, Old Conejo Road (Main Street), San Nicholas Street, Santa Barbara Street, Santa Clara Street, Santa Ynez Street, Thompson Avenue (Thompson Boulevard)

Encinal Court

Date: August 1922
Subdividers: M.M. and Huldah A. Perkins, A.L. and Helen B. Hobson.
Streets: Encinal Court - westerly portion between East Main and Ocean View Drive (Poli Street), Lincoln Drive, Live Oak Drive, Old Conejo Road (Main Street), Ocean View Drive (Poli Street).

Hobson Heights 1

Date: August 1923
Owners: A.L. and Helen B. Hobson.
Streets: Evans Avenue, Live Oak Drive, Main Street, Pacific Avenue, Ocean View Drive (Poli Street), Old Conejo Road (Main Street).

Hobson Heights 2

Date: September 1923
Owners: A.L. and Helen B. Hobson.
Streets: Lincoln Drive, Main Street, Poli Street.

Hobson Heights 3

Date: April 1924
Owners: A.L. and Helen B. Hobson.
Streets: Barnard Way (Lincoln Drive), Encinal Court - westerly portion between East Main and Ocean View Drive (Poli Street), Lincoln Drive (Marisol Drive and Monita Drive), Live Oak Drive, Pacific Avenue, Ocean View Drive (Poli Street).

Island View Extension

Date: February 1923
Streets: Anacapa Street, San Clemente Alley, San Miguel Alley, San Nicholas Street, Santa Cruz Street, Santa Rosa Street, Thompson Avenue (Thompson Boulevard).

Ocean View Tract

Date: March 1925
Subdividers: Clarence I. and Madge B. Chrisman, Joseph M. and Edith M. Argabrite, Gilpin W. Chrisman.
Streets: Anacapa Street, Catalina Street, Channel Drive, Ocean Avenue, Santa Cruz Street, Thompson Avenue (Thompson Boulevard).

Acknowledgements

City Council:

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Bill Fulton, Deputy Mayor
Carl E. Morehouse
Neil Andrews
Brian Brennan
James L. Monahan
Ed Summers

Planning Commission:

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Main Street Architects + Planners

Nicholas Deitch, Principal
Curtis Cormane, Principal

Historic Resources Group

Christy McAvoy, Managing Principal
Allison Jefferson, Preservation Planner

Resources:

The structure, format, and content of this Development Code is based in large part on the SmartCode v8.0, and the Ventura Downtown Specific Plan.

The 2001 Midtown by Design, 2005 Midtown Charrette, and the 2005 General Plan served as the planning framework for this Development Code. These planning documents and other relevant information is posted on the Midtown Corridors Development Code website: www.cityofventura.net/midtown.