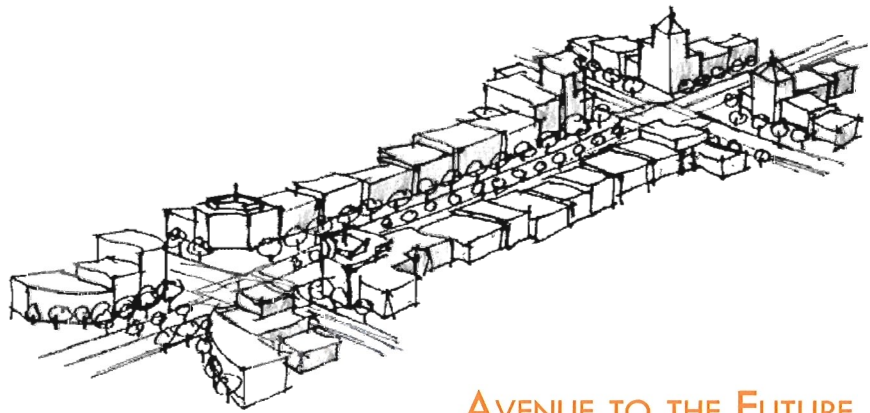


WESTSIDE AND NORTH AVENUE
CITY OF VENTURA, CALIFORNIA

VENTURA AVENUE CORRIDOR

FORM BASED DEVELOPMENT CODE



AVENUE TO THE FUTURE

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PREFACE

This document consists of two parts. The first part of the document examines various aspects of current operating form-based codes, ultimately evaluating them using the Form-Based Code Institute's Checklist for Identifying and Evaluating Form Based Codes. The purpose of the first part of this document is to determine how best to write and implement a form-based code based on the successes and failures of these current implemented form-based codes.

The second part of this document is the Ventura Avenue Corridor Form-Based Code in the Westside District of the City of Ventura, California. The purpose of this code is to implement the goals and policies of the Westside and North Avenue Community Plan, drafted by the 2006-2007 Community Planning Laboratory, of the City and Regional Planning Department at California Polytechnic State University, San Luis Obispo. The Community Plan was written for the City of Ventura as a precursor to an eventual City Approved Community Plan for the Westside and North Avenue that will be amended to its recently adopted General Plan.

The City of Ventura is currently working on adopting a citywide form-based code, and has recently adopted a form-based code for its Downtown District. The Downtown District is immediately adjacent to the Westside District and is reviewed among others, in the first part of this document.

The Ventura Avenue Corridor Form-Based Code will be the final component of a compilation of documents for the Westside and North Avenue. In addition to the Community Plan, the students at CAL POLY drafted the Westside and North Avenue Background Report and the Ventura Avenue Corridor Synoptic Survey. All the documents will be used along with the final conclusions and recommendations from the case studies examined in Part I of this report to draft the Ventura Avenue Corridor Form-Based Code.

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I. CASE STUDIES

INTRODUCTION AND PURPOSE

The Form Based Codes Institute defines Form Based Codes as: A method of regulating development to achieve a specific urban form. Form-based codes create a predictable public realm by controlling physical form primarily, with a lesser focus on land use, through city or county regulations.

Form based codes are strategically different from traditional zoning ordinances, placing much less emphasis on use and instead focusing on form. This is done by determining the intensity, massing, linkages, facades, frontages, and building types that are allowed and tailored to specific sub-districts within a planning area. These parameters and criteria are meant to implement an accompanying community plan or vision that ultimately outlines the Community's desired outcome. The unique nature of form based codes becomes evident when comparing with them conventional zoning methods. By predetermining form, form based codes prevent undesired and unpredictable outcomes that usually occur when trying to regulate land use through floor-area-ratio (FAR), density, and performance requirements. Finally, by focusing on form first instead of use, new buildings can sustain a multitude of future purposes that certainly outlast building tailored to specific impermanent uses.

There are many different benefits to the implementation of a Form Based Code rather than conventional zoning codes for all parties involved in the planning process. Although there is a large amount of detail required in the forefront of the process, overall the entire process is more efficient and the codes are more effective than with the use of conventional zoning practices. The use of form based code is of great benefit to the community, the developers as well as the staff whose job it is to enforce the code.

From a policy standpoint, form based code's are far easier to enforce and update than conventional zoning codes. Since everything is clearly defined in a form based code, there is less need for discretionary review. Because the nature of form based codes leaves less work for discretionary bodies, they may possibly prove to be easier to enforce than other conventional types of zoning. In the long run, the implementation of form based codes could greatly lower the political aspects of the development process.

Form based codes tend to promote a planning process in which the public is more interested and involved. Citizens appreciate the more graphically oriented aspect of the code because it allows for them to easily visualize what certain types of development will look like and how it will affect the fabric of their community. This aspect also benefits the planning staff because the more involvement the community has, the easier the code will be to implement. Because it is more concise, organized and visually oriented, form based codes tend to be easier for non-planning professionals to navigate. As a result of the inherent nature of the Form

Based Code format, developers and citizens alike can easily determine what will and will not comply with the code. Form based codes work best in areas that have an established community infrastructures because it is rather effective at promoting infill developments. The code is written so that future development will be compatible and supplemental to the existing structures in the area.

The nature of form based codes lends to smaller scale development that is cohesive with the existing community structures. Development is regulated at the individual lot scale which encourages independent developers. This aspect also makes it so that smaller scale developments are more likely to occur, rather than needing larger scale corporate chains to make development feasible. Under most zoning practices, development can be far more cost intensive, thus deterring small scale investors from developing. Additionally, this appeal to smaller independent developers promotes a greater diversity of architectural style and use. Of course the development all occurs along the architectural guidelines laid out in the Form Based Code, but the greater the number of developers, the larger the diversity.

Form based codes are regulatory, not advisory, and are dependent on the quality and objectives of the community plan or vision that the code implements. Form based codes commonly include: a Regulating Plan, Building Type/Form Standards, Public Space and Street Standards, Administration, and Definitions. In addition, architectural standards and design guidelines can also be included. Form based codes are better for all parties involved because they promote community involvement and are oriented to the types of development that will be necessary to sustain the communities of the future.

CRITERIA FOR EVALUATION

Form Based Codes Institute's Checklist for Identifying and Evaluating Form-Based Codes - Draft Date: June 27, 2006

IDENTIFYING FORM-BASED CODES - A well-crafted form-based code is the most effective form of development regulation for shaping pedestrian-scaled, mixed use and fine-grained urbanism. How does one determine if a development regulation is a form-based code and a well-crafted one? Form-based codes generally receive affirmative answers to all of the following questions:

IS IT A FORM-BASED CODE?

- Is the code's focus primarily on regulating urban form and less on land use?
- Is the code regulatory rather than advisory?
- Does the code emphasize standards and parameters for form with predictable physical outcomes (build-to lines, frontage type requirements, etc.) rather than relying on numerical parameters (FAR, density, etc.) whose outcomes are impossible to predict?
- Does the code require private buildings to shape public space through the use of building form standards with specific requirements for building placement?
- Does the code promote and/or conserve an interconnected street network and pedestrian-scaled blocks?
- Are regulations and standards keyed to specific locations on a regulating plan?
- Are the diagrams in the code unambiguous, clearly labeled, and accurate in their presentation of spatial configurations?

EVALUATING FORM-BASED CODES - The next lists of questions reflect best practices of form-based coding. Effective form-based codes usually receive affirmative answers to these questions:

IS THE CODE ENFORCEABLE?

- Does the code implement a plan that reflects specific community intentions?
- Are the procedures for code administration clearly described?
- Is the form-based code effectively coordinated with other applicable policies and regulations that control development on the same property?
- Is the code designed, intended, and programmed to be regularly updated?

IS THE CODE EASY TO USE?

- Is the overall format and structure of the code readily discernable so that users can easily find what is pertinent to their interest?
- Can users readily understand and execute the physical form intended by the code?
- Are the intentions of each regulation clearly described and apparent even to planning staff and citizens who did not participate in its preparation?
- Are technical terms used in the code defined in a clear and understandable manner?
- Does the code format lend itself to convenient public distribution and use?

WILL THE CODE PRODUCE FUNCTIONAL AND VITAL URBANISM?

- Will the code shape the public realm to invite pedestrian use and social interaction?
- Will the code produce walkable, identifiable neighborhoods that provide for daily needs?
- Is the code based on a sufficiently detailed physical plan and/or other clear community vision that directs development and aids implementation?
- Are parking requirements compatible with pedestrian-scaled urbanism?

CASE STUDIES

The following form-based codes have been examined in this document:

- CITY OF HERCULES, CALIFORNIA
- CITY OF PETALUMA, CALIFORNIA
- CITY OF ROCKLIN, CALIFORNIA
- CITY OF VENTURA, CALIFORNIA

PROCEDURE: Each Form-Based Code has been retrieved. In addition, a spokesperson for each form-based code has been contacted to discuss the code in more detail. These individuals ranged from independent consultants who worked on the codes, City staff who work to implement them, as well as residents of the communities who have observed the impacts.

FORMAT: First, each case study is introduced, including an examination of its original purpose to determine why City Decision Makers chose to use a form-based code in lieu of conventional zoning methods. Second, a brief summary of the code is provided highlighting the various components of the code. Third, perceived successes and failures are discussed based on interviews with City spokespersons. Fourth, the code is evaluated using the Form-Based Institutes Checklist for Identifying and Evaluating Form Based Codes. Fifth, conclusions and recommendations are derived based on all of the above information. Then finally the issues highlighted in the Form Based Codes Institute's Checklist for Identifying and Evaluating Form-Based Codes will be evaluated on a scale of 1-5 (1 being poor and 5 being excellent) for each of the plans.

TABLE 1: Summary
Evaluation Checklist

	Hercules	Petaluma	Rocklin	Ventura
IS IT A FORM-BASED CODE?				
Is the code's focus primarily on regulating urban form and less on land use?	2	3	2	4
Is the code regulatory rather than advisory?	4	3	4	4
Does the code emphasize standards and parameters for form with predictable physical outcomes (build-to lines, frontage type requirements, etc.) rather than relying on numerical parameters (FAR, density, etc.) whose outcomes are impossible to predict?	4	3	2	4
Does the code require private buildings to shape public space through the use of building form standards with specific requirements for building placement?	3	4	3	3
Does the code promote and/or conserve an interconnected street network and pedestrian-scaled blocks?	3	3	4	4
Are regulations and standards keyed to specific locations on a regulating plan?	4	3	3	4
Are the diagrams in the code unambiguous, clearly labeled, and accurate in their presentation of spatial configurations?	4	3	3	4
IS THE CODE ENFORCEABLE?				
Does the code implement a plan that reflects specific community intentions?	4	2	2	4
Are the procedures for code administration clearly described?	4	3	4	4
Is the form-based code effectively coordinated with other applicable policies & regulations that control development on the same property?	4	3	3	4
Is the code designed, intended, and programmed to be regularly updated?	3	3	3	3
IS THE CODE EASY TO USE?				
Is the overall format and structure of the code readily discernable so that users can easily find what is pertinent to their interest?	3	2	2	4
Can users readily understand and execute the physical form intended by the code?	4	3	4	4
Are the intentions of each regulation clearly described and apparent even to planning staff and citizens who did not participate in its preparation?	4	3	3	3
Are technical terms used in the code defined in a clear and understandable manner?	4	4	4	4
Does the code format lend itself to convenient public distribution and use?	3	2	3	4
WILL THE CODE PRODUCE FUNCTIONAL AND VITAL URBANISM?				
Will the code shape the public realm to invite pedestrian use and social interaction?	3	4	4	4
Will the code produce walkable, identifiable neighborhoods that provide for daily needs?	4	3	3	4
Is the code based on a sufficiently detailed physical plan and/or other clear community vision that directs development and aids implementation?	3	4	1	4
Are parking requirements compatible with pedestrian-scaled urbanism?	4	3	4	4
TOTAL	71	61	61	78

TABLE 2: Hercules
Evaluation Checklist

IS IT A FORM BASED CODE?	
Focus on form?	2
Is it regulatory?	4
Does the code demand a predictable & physical outcome?	4
Private buildings shaping open space?	3
Promote street interconnectivity?	3
Location specific regulations?	4
Unambiguous and clear diagrams	4
IS THE CODE ENFORCEABLE?	
Reflection of specific community intentions?	4
Administration procedures clearly identified?	4
Affectively coordinated with other policies and regulations?	4
Designed to be updated regularly?	3
IS THE CODE READY TO USE?	
User-friendly and easy to navigate?	3
Can Intended physical form be readily understood by users?	4
Clearly described intentions?	4
Clear definitions of technical terms?	4
Format convenient for public distribution/use?	3
WILL PRODUCE FUNCTIONAL & VITAL URBANISM?	
Shape public spaces to be pedestrian friendly and support social interaction?	3
Produce clearly defined self sustaining neighborhoods?	4
Based on detailed physical plan and a clear community vision?	3
Parking requirements compatible with pedestrian-scale environments?	4

COMMUNITY SETTING.

The City of Hercules California is a waterfront bedroom community located just north of the City of Oakland on San Pablo Bay. The Regulating plan of the code focuses specifically on a 163- acre area in the geographic center of the City. The site was the location of the California Powder Works plant. The primary product of the plant after WWI was dynamite, and then the plant later was a major producer of fertilizer products. This heavy industrial use for the site caused the natural resources to be polluted and therefore the site was classified as a Superfund site in the 1980's. This classification lead to the cleanup to the area, and ushered in a large amount of public and private interest in the revitalization of the site.

When redevelopment of the site began, the City quickly became overwhelmed with the large number of development proposals. In 2000 the planning process for the plan began when the City hosted a design charrette with members of the community and local professions to define the ultimate vision for the Central Hercules Plan. The primary purpose of the code was to create a document that would provide the developers with the essential elements required to ensure that all development that

occurs is cohesive and is in accordance with the goals and objectives as stated in the Hercules Master Plan. The result of joint the effort of citizens, officials and developers was a detailed and long lasting plan for the community.

CODE ANALYSIS

The code is structured so that it can be easily understood and implemented by citizens, officials, and developers at all different levels. The sections are preceded by paragraph description, followed by maps or depictions of desired results, and lastly charts and tables that list the exact standards/requirements.

The initial section of the code gives users information on what is contained in the document and how it should be implemented and used throughout the planning process. In this section important terms and abbreviations are also defined.

Section II details the variations on street type that are allowable within the plan boundaries. There are nine allowable street types that range from Four Lane Avenue to One Way Edge Drives. Each of the allowable street types are presented in a one page summary that consists of descriptions of building placement, building volume, and various other notes. The pages also contain street section diagrams that show building massing, streetscape, parking, and travel lane specifics.

Section III contains the regulations regarding projecting façade elements including awnings, balconies, porches, arcades, and stoops. For each of the elements there are section diagrams as well as illustrative photos to show exactly what is required.

Section IV is where one can find all the specific architectural regulations for the plan. This section has illustrative figures to show both desirable and undesirable elements. In addition there are also written guidelines for the general requirements, the permitted materials, as well as desires configurations.

The final sections of the code contain information on the allowed and conditional uses, which is in the form of a rather detailed table. There are also sections on the general provisions of the code, administration of the code, definitions, and a listing of helpful references for people that wish to know more.

The majority of the code's focus is on street type design standards and architectural regulations. For every level in the street hierarchy, street dimensions, building placement, building volume and other miscellaneous notes are clearly stated. While the code does focus on the larger scale issues, there are also sections addressing such details are projecting façade elements that can easily be overlooked in other development codes. The code contains an extensive section that lays out what uses are allowed in given areas all the time, what uses are allowed only with a CUP, and what uses are never allowed. There is a large section addressing the administrative processes associated with the plan that makes implementation of the code and the understanding there of clear and concise.

CONCLUSIONS

The implementation of FBC principles have been of great benefit to all members of the community of Hercules. The code provides a definite framework upon which a balanced mixed use community is beginning to thrive. The first phase of a series of live-work buildings were completed along the main street in mid-2006. The code is beneficial to Hercules citizens because it is use friendly, easily accessible and has a graphic base that is easy for them to understand. Because they played a large role in the formulation of the plan, they are more open to the proposals that are realized in accordance to the code. City officials have also noticed that the graphic nature of the code makes it easier for the citizens to visualize what development will look like, and that it also has opened their minds and made them more receptive to more intensive development proposals.

CITY OF PETALUMA, CALIFORNIA

TABLE 3: Petaluma
Evaluation Checklist

IS IT A FORM BASED CODE?	
Focus on form?	3
Is it regulatory?	3
Does the code demand a predictable & physical outcome?	3
Private buildings shaping open space?	4
Promote street interconnectivity?	3
Location specific regulations?	3
Unambiguous and clear diagrams	3
IS THE CODE ENFORCEABLE?	
Reflection of specific community intentions?	2
Administration procedures clearly identified?	3
Affectively coordinated with other policies and regulations?	3
Designed to be updated regularly?	3
IS THE CODE READY TO USE?	
User-friendly and easy to navigate?	2
Can Intended physical form be readily understood by users?	3
Clearly described intentions?	3
Clear definitions of technical terms?	4
Format convenient for public distribution/use?	2
WILL PRODUCE FUNCTIONAL & VITAL URBANISM?	
Shape public spaces to be pedestrian friendly and support social interaction?	4
Produce clearly defined self sustaining neighborhoods?	3
Based on detailed physical plan and a clear community vision?	4
Parking requirements compatible with pedestrian-scale environments?	3

COMMUNITY SETTING

In 1996 the City of Petaluma began the planning process for an underutilized area of the cities geographical core located along the river. The areas history is rooted in industry and rail transportation corridors. There was a 25-member advisory council appointed by the City Council who worked closely with City staff throughout the planning process. This committee met monthly and was responsible for conducting the multiple community workshops that were done in the process. The plan was designed to supplement and implement the communities General Plan.

The central Petaluma Specific Plan was adopted on June 2, 2003 after a near decade long planning process. The planning area in the plan cover almost 400 acres and is in the core of the city directly adjacent to the downtown and runs along the river. The purpose of the plan is to promote development that will establish Petaluma as a place with a large variety of employment, housing, shopping and entertainment options that will create a livable urban environment.

CODE ANALYSIS

The Central Petaluma Specific plan is accessible through the City's website. There are three primary sections of the code; the primary code document containing a description of the planning area, the guidelines and regulations regarding land use, community design, public space and river access, circulation, flooding and noise and historic preservation. The second two sections are appendices that address the smart code and architectural guidelines.

The Central Petaluma Specific Plan (CPSP) consists of 9 chapters. They are Planning concepts, Site and Context, Land Use, Community Design, Public Space & River Access, Circulation, Flooding & Noise, Utilities and Public Services, and Historic Preservation. This section contains all of the necessary elements of a specific plan, and is well organized and relatively easy to navigate and understand.

Appendix A is the section containing the Smart Code. There are 9 sections in the appendix including the zoning map, parking standards and regulations, and historic resource preservation and conservation. This part of the code includes mostly tables and writing, and is rather dense and difficult to easily understand. This portion of the code does lean away from the graphic nature of form based codes.

Appendix B contains the architectural regulations for the plan. The text contains sections on the existing patterns of development as well as a recommended design approach for each area detailed. Similar to Appendix A, this appendix is very text intensive. There are occasional illustrative photos and a single massing diagram for each area described.

CONCLUSIONS

Although it was a long time coming, the residents are confident and comfortable with the plan. It took them a little while to become acquainted with the new code, but now that they are all familiar with the format and purpose, they like it. They appreciate that it is easy to access (via the City website), and that they can navigate through the sections easily. They appreciate that the code is simple and far easier for them to follow than the previous code.

Developers also really like the code because all of the rules and regulations are clearly identified and explained. In addition, the use of form based code creates a more streamline permitting process. The combination of factors attracts developers to the area over other areas that have a more complex and vague planning process.

As a result of the new development code construction has begun on a new, mixed use theater district in the center of the planning area. Things are looking up for Petaluma; many other projects are in the pipeline proving that the planning process finally was successful.

TABLE 4: Rocklin
Evaluation Checklist

IS IT A FORM BASED CODE?	
Focus on form?	2
Is it regulatory?	4
Does the code demand a predictable & physical outcome?	2
Private buildings shaping open space?	3
Promote street interconnectivity?	4
Location specific regulations?	3
Unambiguous and clear diagrams	3
IS THE CODE ENFORCEABLE?	
Reflection of specific community intentions?	2
Administration procedures clearly identified?	4
Affectively coordinated with other policies and regulations?	3
Designed to be updated regularly?	3
IS THE CODE READY TO USE?	
User-friendly and easy to navigate?	2
Can Intended physical form be readily understood by users?	4
Clearly described intentions?	3
Clear definitions of technical terms?	4
Format convenient for public distribution/use?	3
WILL PRODUCE FUNCTIONAL & VITAL URBANISM?	
Shape public spaces to be pedestrian friendly and support social interaction?	4
Produce clearly defined self sustaining neighborhoods?	3
Based on detailed physical plan and a clear community vision?	1
Parking requirements compatible with pedestrian-scale environments?	4

COMMUNITY SETTING

The Downtown Rocklin Plan Regulating Code implements the Downtown Vision, a weeklong collaborative process that tasked a range of participants with generating a community-based vision. The Regulating Code is still in draft form, and in the process of being included as an amendment to the new General Plan. The Downtown Vision is brief, including four vision statements, a photo montage of desired building forms, and a beautiful and legible conceptual plan. The two-page vision seems to border a minimalist attempt at community input to ultimately establish a more detailed regulating code which would compensate for the details the vision lacked. This did, however, make understanding the vision much easier to determine due to its condensed form – a much more convenient approach to those who would rather not read both a lengthy specific plan and development code to ultimately determine what the City has intended.

The Regulating Code supersedes all other currently existing ordinances or codes that regulate public health and safety, including the City Zoning Ordinance. When the Code does not provide direction for specific circumstances, it often states that

the provisions of the City Zoning Ordinance apply (i.e. non-conforming uses and planned development zoning). The Code also provides a nine step User's Guide that briefly explains the Planning Process for developing within Downtown Rocklin, a good preview to the more detailed administration section.

CODE ANALYSIS

The Regulating Code divides Downtown into 15 districts, all with specific regulations and guidelines unique to its location and intended overall community purpose. The Downtown Districts and Boundaries Map is clear and easily to comprehend. In addition, the conceptual plan is beautifully rendered, and clearly shows the Vision's intended massing, streetscapes, and desired urban form on a block by block basis. There is no doubting the general built environment the Code wishes to achieve in combination with pedestrian linkages to prominent landmarks or points of interest and clearly defined parking lot placement and future potential parking structure sites.

In Section 2, each of the 15 districts are described in a general sense, identifying key features of the district, summarize general uses and desired character accompanied by example images. This section builds on the vision by creating sub-districts with specific activities, building massing, and character in mind. These descriptions, along with the District Map and Conceptual Plan do an adequate job of ultimately providing a general sense of the envisioned community. A lengthy and detailed permitted land use list is also provided, which contains over 100 land uses separated by general land use designations (i.e. professional office, civic, eating/dining, retail, personal service, etc.) The table shows all of the permitted uses in each district, and the provisions for each use for permit approval. These include, permit by right, conditional use permits, sidewalk use permits, etc.

In Section 3, the Development Code suddenly begins to look less like a Form Based Code, and instead resembles a simplified conventional zoning ordinance. Varied building heights and intensities are mentioned in accordance with form based codes, however, maximum density and FAR are also uses as parameters to regulate growth. In addition, these parameters are translated into what looks like a zoning map, showing the maximum density, height, and FAR for each zone.

Section 4 details the six allowable building types within Downtown Rocklin, including mixed use buildings and their adjacency to residential uses, single family, multifamily, cottage, and town homes. These building types are placed onto another quasi-zoning map that zones a large portion of the area as planned development zoning – another area that is governed by the City Zoning Ordinance.

Each allowable building type has an expanded page of information (Attachment IV) that covers: build-to-lines requirements, building maximum width and depths, parking options, allowed roof forms, a rendered example block, and example photographs. Simple and clear diagrams really enhance the ability to determine

the parameters that exist within each of the six building typologies. This section does a good job of bringing the code back into form based code compliance. Finally, the Downtown Rocklin Regulating Plan contains a lengthy list Design Guidelines to assist with the parameters established by the Development Code.

CONCLUSION

Since the Development Code is still in the approval process awaiting approval of the City Council, no measurable outcomes can be determined. The Code has many strengths, and a few weaknesses that will most likely be addressed in future planning approvals. First, the minimal community input component does little to validate the Community Vision the Code wishes to achieve. Furthermore, seeking City Council approval as an amendment to the General Plan will satisfy regulatory mandates, but will not necessary validate the Community's vision and values to any larger of an extent than the two-page vision achieved. Second, the Code breaks away from form, and suddenly resorts back to traditional zoning methods with density and FAR requirements. However, through diagrams, plans, and images, readers should get a clear sense of what is intended for the future of Downtown Rocklin. The Code is short, simple, and includes many components that would normally be found in a Specific Plan. Finally, the Code often yields to the existing Zoning Ordinance to regulate in situations where the Code does not provide specific, form based direction.

TABLE 5: Ventura
Evaluation Checklist

IS IT A FORM BASED CODE?	
Focus on form?	4
Is it regulatory?	4
Does the code demand a predictable & physical outcome?	4
Private buildings shaping open space?	3
Promote street interconnectivity?	4
Location specific regulations?	4
Unambiguous and clear diagrams	4
IS THE CODE ENFORCEABLE?	
Reflection of specific community intentions?	4
Administration procedures clearly identified?	4
Affectively coordinated with other policies and regulations?	4
Designed to be updated regularly?	3
IS THE CODE READY TO USE?	
User-friendly and easy to navigate?	4
Can Intended physical form be readily understood by users?	4
Clearly described intentions?	3
Clear definitions of technical terms?	4
Format convenient for public distribution/use?	4
WILL PRODUCE FUNCTIONAL & VITAL URBANISM?	
Shape public spaces to be pedestrian friendly and support social interaction?	4
Produce clearly defined self sustaining neighborhoods?	4
Based on detailed physical plan and a clear community vision?	4
Parking requirements compatible with pedestrian-scale environments?	4

COMMUNITY SETTING

In 2005, The City of Ventura adopted a recently updated General Plan, written specifically with form based codes in mind. The General Plan divides the City into several districts for which specific plans and form based codes will regulate urban development consistent with the goals and policies outlined in the General Plan. The Downtown Specific Plan, an update of the 1993 Downtown Specific Plan, details the City's objectives for the Downtown District and includes a list of goals and policies to achieve those objectives. In addition, the Specific Plan includes a transect-based development code to implement those goals and policies through regulating urban development. The Downtown Specific Plan is still in the approval process, and will be the first in the City to replace the current Zoning Ordinance with a form based code.

CODE ANALYSIS

The development code uses transects T1-T6 to define specific building mass and intensity, with T1 allowing the least intensity and T6 allowing the greatest intensity. In the Downtown District, T4 Urban General, T5 Neighborhood Center, and T6 Urban Core are the only designated transects, with specific regulations and standards listed for each. This is to guide development in each transect zone with a predetermined intensity, massing, and general neighborhood purpose and scale. In addition, the development code creates four separate categories for the T4 Urban General Transect to further tailor regulations to supplement and enhance unique circumstances. Focusing on urban form and community character are evidently the code's primary purpose. Uses are second to form, and are addressed through a list of allowable uses based on the transect designation.

The Specific Plan lists Urban Standards for each of the transect zones, which include: building placement with setbacks, allowable architectural encroachments, maximum height, frontage types, parking requirements, allowable building types, and allowable land uses. In addition, there are special guidelines for projects that are large in scale and/or combine/develop adjoining parcels. These guidelines seek to preserve historical character and to prevent "large monolithic and repetitive buildings" by requiring blocks have multiple building types and access that replicate historic building patterns (Attachment III). Finally, Flex Use Overlays allows for special considerations for areas on the fringe of the east and west borders of the Downtown District boundaries.

The section that outlines the regulations for each allowable building type is simple and easy to understand. Contents include: a description of the allowable building type; allowable access for service, building entrance/exit, and parking; open space requirements and dedication; frontage requirements; the allowable building size and massing; and the transect zone that permits the building type. In addition, an example diagram and example images are provided. There are 13 building types permitted in the Downtown District (Attachment IV). Finally, a very detailed explanation of the allowable frontage types is included with accompanying guidelines, diagrams, and illustrative photos.

The Design Guidelines are also provided with the Development Code, including a list of their applicability. Those subject to the design guidelines must receive approval from the Architectural Review Committee to ensure architectural quality and design. Sign guidelines and other miscellaneous guidelines are also provided in the final articles of the development code. These guidelines are very specific, and provide a thorough explanation for how to address special situations and circumstances.

CONCLUSION

Since the Development Code is still in the approval process awaiting approval of the City Council, no measurable outcomes can be determined. However, the Code is very well written, and easy to understand. It meets all of the criteria in the evaluation checklist, and in many cases, exceeds minimum criteria. Pedestrian oriented development is implemented through building masses requirements, and through the specific regulation of uses on ground floors to ensure economic vitality and pedestrian oriented venues for patronage and service. Use is certainly secondary to form, and the permitted uses are limited, simple, and easily identifiable among transects. Allowable building types and frontage types are clearly described, and appear to be easily adhered to. Overall the development code is organized, easy to understand, and allows for simple application of parameters on new projects. One slight drawback is the required reading of the Downtown Specific Plan to fully grasp the intended character and community goals the City seeks to achieve.

FINAL CONCLUSIONS AND RECOMENDATIONS

The Rocklin Regulating Plan was very simple to read and comprehend, which can be beneficial to the developers and the Community. The easier the code is to understand, the less time, money and effort is expended by the developer, and the City ultimately can achieve its intended objectives. Simple illustrations, examples, and images were great additions to the provided text, and the Rocklin Regulating Plan's format is easily navigated and legible. In addition, The Ventura Avenue Corridor Development Code would benefit by modeling the Rocklin Regulating Plan's method of summarizing key features of each sub district, allowing for a generalized understanding of each block's intended character and purpose without having to refer to the Specific Plan.

The City of Hercules put a large amount of effort into ensuring that their code was easy to navigate and understand for any person that would find a use for the document. Every section of the code has an explanation of the purpose and general description of the standards. This makes it easy for citizens to navigate and follow, as well as providing clear reasons for certain standards. The Ventura Avenue Corridor Code would benefit from having clear and concise explanations of the code for those residents that are not very acquainted with the planning process and its standards. The planning staff of Petaluma placed a large emphasis on community involvement in the planning process. They had an advisory body of residents that met regularly and were active in every step of the process while the code was being written. Ventura has a very active and concerned community that would be a great resource and asset in the code writing process.

Overall, each Code had positive and negative attributes easily discernable from each other. The Ventura Development Code is undoubtedly the best form based code, and was only outdone by other codes in a few areas. The Ventura Avenue Corridor Development Code should largely follow the same format as the Downtown Ventura Development Code for consistency purposes.

II. VENTURA AVENUE CORRIDOR DEVELOPMENT CODE

INTRODUCTION AND PURPOSE

In the 2006-2007 academic year, the students in the Community Planning Lab City and Regional Planning Department at California Polytechnic State University, San Luis Obispo prepared a draft Community Plan for the Westside and North Avenue in the City of Ventura, California. It is the purpose of this code to implement the goals and policies of the Westside and North Avenue Community Plan for the Ventura Avenue Corridor Key Opportunity Area.

During Phase I of the planning process, students gathered information about the existing conditions within the Westside and North Avenue through site analysis, document review, and community workshops. Information ranged from the built form, environmental conditions, circulation patterns and level of service, social and public institutions and services, and the various political realities. The background information was synthesized and compiled into the Westside and North Avenue Draft Background Report.

Phase II entailed the development of alternative concepts and formation of the Westside and North Avenue Community Plan. The Community Plan identifies six Key Opportunity Areas, including the Ventura Avenue Corridor. The Corridor will serve as a thriving economic community-center with a pedestrian-oriented built-environment that encourages subsequent infill development. In addition, a list of policy recommendations and actions are included to solidify the Community Plan's eventual adoption as an amendment to the Ventura General Plan.

The students compiled the Ventura Avenue Corridor Synoptic Survey. This document provides parcel-by-parcel data of current building uses, bulk, setbacks, architectural details, and massing. A compilation of photos are included to show each building façade individually and combined to examine the visual character of each block. This document will be vital to fully understanding the existing conditions of the Ventura Avenue Corridor prior to drafting the form-based code.


All of the above mentioned documents will be used along with the information gathered in Part I of this report to formulate the Ventura Avenue Corridor Form-Based Code.

METHODOLOGY

The Background Report, Synoptic Survey, and Community Plan were used as the primary references for the existing conditions and community vision. Case studies were then performed for other areas that have implemented Form Based Code and smart code principles. These municipalities included Rocklin, CA, Hercules, CA, Petaluma, CA and Ventura, CA. For consistency and application purposes, the primary framework for this Form Based Code was derived directly from the Downtown Ventura Specific Plan.

MAP 1: Ventura Avenue Corridor Transect and Community Plan Planning Designations Map



 Ventura Avenue Corridor Form Based Development Code Boundaries

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II. URBAN STANDARDS

T4.1 GENERAL CORRIDOR

MAP 2:
General Corridor
Parcel Map

Most of the parcels along the Ventura Avenue Corridor are in the T4.1 General Corridor Transect. These parcels will represent most of the uses and built form along Ventura Avenue, and will serve as transitions between the other transects. A mix of building types, frontage types, and architectural styles of two to three stories will provide for an attractive corridor, while a mix of uses will provide economic prosperity and vitality. Retail and restaurant shall, unless otherwise stated, be located on the ground floor and at a pedestrian scale. Upper floors will have a mix of live/work, office, and residential uses. The residential units permitted will enhance the social atmosphere of the avenue, creating a strong and safe sense of place.

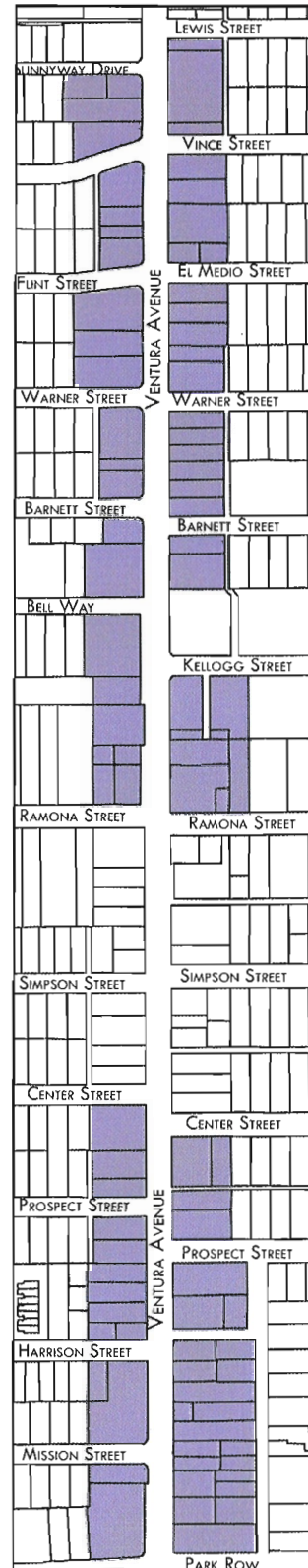


TABLE 6: Allowable building types shall be placed only on lots with the lot width shown. See Building Type Standards for performance standards and Design Guidelines for architectural expression guidance.

TABLE 6: Allowable Building Types

Building Type	Allowed Lot Widths						
	25'	35'	50'	75'	100'	125'	150'
Mansion							
Row House							
Live/Work							
Courtyard Housing							
Commercial Block							
Stacked Dwelling							

TABLE 7: The following land uses may, subject to the noted permit requirements.

TABLE 7: Allowable Uses

Allowed Use	Permit	Allowed Use	Permit
Bed & Breakfast	P	Auto Repair	U
Civic	P	Community Meeting	U
Health/Fitness	P	Day Care	U
Home Occupation	P	Farmers Market	U
Lodging	P	Gas Station	U
Medical/Dental	P	Parks & Recreation	U
Multi-Family	P	Trade School	U
Office	P		
Personal Services	P		
Restaurant	P		
Retail	P		
Special Residential	P		

P = Permitted by Right
U = Use Permit

BUILDING PLACEMENT

PRIMARY STRUCTURE

Primary Buildings shall be placed within the shaded area as shown in the diagram below (unless specified otherwise by a permitted Building Type).

Front Yard Setback: 0 to 5' max. for corner lots; 5' min. to 10' max. for interior lots.

Side Street Setback: 0 to 5' max.

Side yard Setback: 5' min. adjacent to T4.1 General Corridor 1; 0' adjacent to all other zones.

Rear Setback: 15' min.

ACCESSORY STRUCTURES

Accessory Buildings Permitted only by Warrant. Must be located within shaded area of Parking Placement.

Street Setback: Rear 50% of lot depth

Side Street Setback: 5' min.

Side Yard Setback: 5' min.

Rear Setback: 5' min.

ARCHITECTURAL ENCROACHMENTS

Balconies, bay windows, chimneys, cantilevered rooms, and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).

Balconies: 6' max. into Street Build-to Line, Side Street Build-to Line and Rear Setback.

Bay windows, chimneys, cantilevered rooms, and eaves: 3' max. into all Setback areas identified in Building Placement.

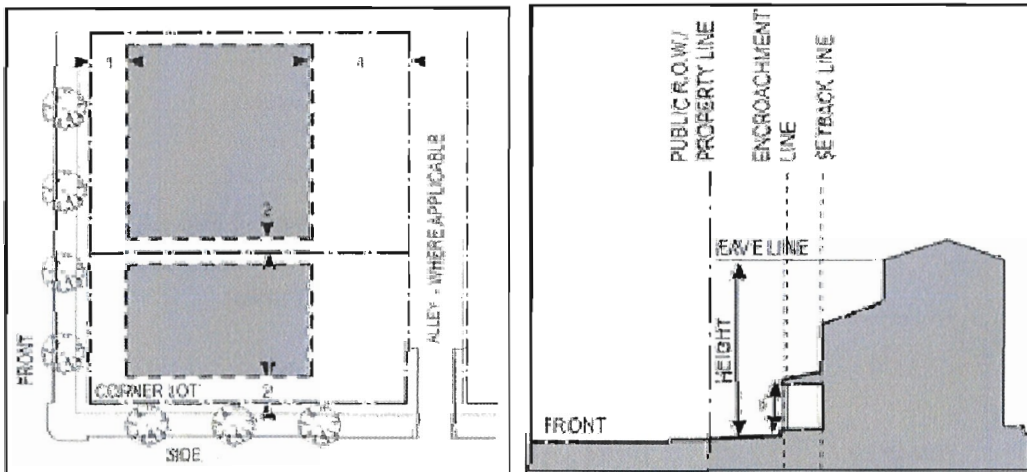


FIGURE 1:
Building Placement

FIGURE 2:
Building Profile and
Frontage

BUILDING PROFILE AND FRONTAGE

HEIGHT

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

Floor to Floor: 14' min. and 17' max. ground floor for the shopfront frontage type; 15' max. ground floor for all other frontage types; 12' max. second floor and above.

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

ALLOWABLE FRONTAGE TYPES

Arcade
Gallery
Shopfront
Forecourt
Lightcourt

PARKING

PARKING PLACEMENT

Off-Street parking and Services are allowed only in the shaded area as shown, unless subterranean.

Street Setback: Rear 50% of lot depth.

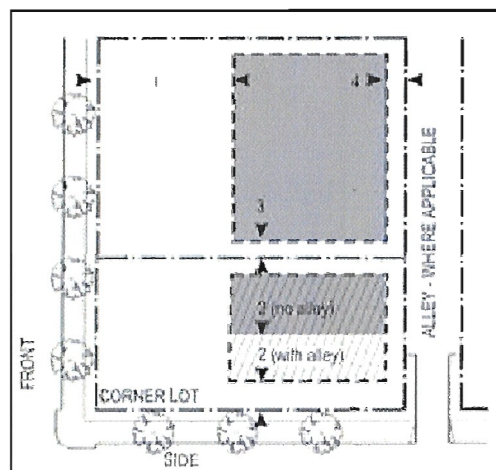
Side Street Setback: 5' min. (with alley) / 20' min. (no alley).

Side Yard Setback: 5' min.

Rear Setback: 5' min.

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

FIGURE 3:
Parking Placement



PARKING REQUIREMENTS

Residential

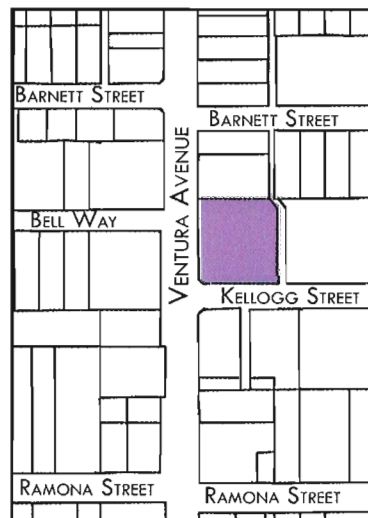
1 parking space / 1500 s.f.
(Parking spaces are not required for single room units)

Non-Residential:

2 parking spaces / 1000 s.f

T4.2 KELLOGG CORRIDOR TRANSITION

The Kellogg Art Colony Key Opportunity Area is identified as one of the Key Economic Areas in the Westside and North Avenue by the City of Ventura and the Community Plan. The T4.2 Kellogg Transition Corridor is meant to allow for a smooth transition between the urban standards along the corridor and the urban standards for the Kellogg District Site. The district is meant to celebrate the artistic culture and heritage of Ventura Avenue, with a mix of live/work studios. Showrooms and public spaces will allow for the artists to showcase their work and socialize with one another. Such uses are meant to be located along the corridor for easy access for local and regional traffic, while residential uses should be predominately located within the Kellogg Art Colony Key Opportunity Area.



MAP 3:
Kellogg Corridor
Transition Parcel Map

TABLE 8: Allowable Building Types

Building Type	Allowed Lot Widths						
	25'	35'	50'	75'	100'	125'	150'
Mansion							
Row House							
Live/Work							
Courtyard Housing							
Commercial Block							
Stacked Dwelling							

TABLE 9: Allowable Uses

Allowed Use	Permit	Allowed Use	Permit
Farmers Market	P	Community Meeting	U
Home Occupations	P	Day Care	U
Artist Studio	P	Multi-Family	U
Live/Work	P	Parks & Recreation	U
Special Residential	P	Recycling	U

P = Permitted by Right
U = Use Permit

TABLE 8: Allowable building types shall be placed only on lots with the lot width shown. See Building Type Standards for performance standards and Design Guidelines for architectural expression guidance.

TABLE 9: The following land uses may, subject to the noted permit requirements.

BUILDING PLACEMENT

PRIMARY STRUCTURE

Primary Buildings shall be placed within the shaded area as shown in the diagram below (unless specified otherwise by a permitted Building Type).

Front Yard Setback: 0 to 5' max. for corner lots; 5' min. to 10' max. for interior lots.

Side Street Setback: 0 to 5' max.

Side yard Setback: 5' min. adjacent to 1; 0' adjacent to all other zones.

Rear Setback: 15' min.

ACCESSORY STRUCTURES

Permitted only by Warrant. Must be located within shaded area of Parking Placement.

ARCHITECTURAL ENCROACHMENTS

Balconies, bay windows, chimneys, cantilevered rooms, and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).

Balconies: 6' max. into Street Build-to Line, Side Street Build-to Line and Rear Setback.

Bay windows, chimneys, cantilevered rooms, and eaves: 3' max. into all Setback areas identified in Figure 5. Building Placement, above.

FIGURE 4:
Building Placement

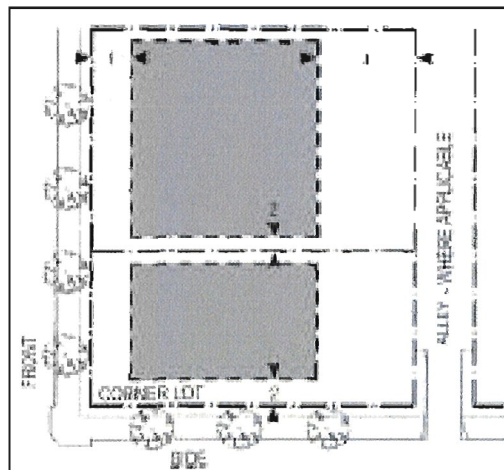
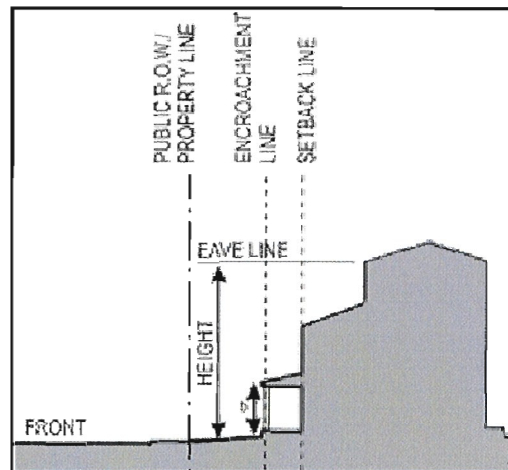


FIGURE 5:
Building Profile and
Frontage



BUILDING PROFILE AND FRONTAGE

HEIGHT

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

Floor to Floor: 14' min. and 17' max. ground floor for the shopfront frontage type; 15' max. ground floor for all other frontage types; 12' max. second floor and above.

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

ALLOWABLE FRONTAGE TYPES

Shopfront

Forecourt

Lightcourt

PARKING

PARKING AND SERVICES PLACEMENT

Off-Street parking and Services are allowed only in the shaded area as shown, unless subterranean.

Street Setback: Rear 50% of lot depth.

Side Street Setback: 5' min. (with alley) / 20' min. (no alley).

Side Yard Setback: 5' min.

Rear Setback: 5' min.

Subterranean parking may extend to a height of 3' max. above finished grade, provided that garage perimeter wall aligns with face of building.

PARKING REQUIREMENTS

Residential

1 parking space / 1500 s.f.

(Parking spaces are not required for single room units)

Non-Residential:

1.2 parking spaces / 1000 s.f.

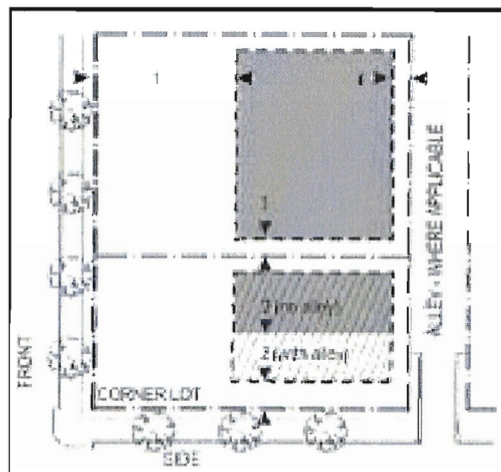


FIGURE 6:

Parking Placement

T4.3 SCHOOL NEIGHBORHOOD CENTER

The T4.3 School Neighborhood Center surrounds E.P. Foster Elementary School, and uses and built form shall complement the educational facility. The area shall exhibit a neighborhood-like atmosphere, with predominately residential uses and a mix of neighborhood commercial uses. Citywide and Regional commercial uses should be located among all other transects zones to preserve a safe and friendly place for families and students.

MAP 4:
School Neighborhood
Center Parcel Map

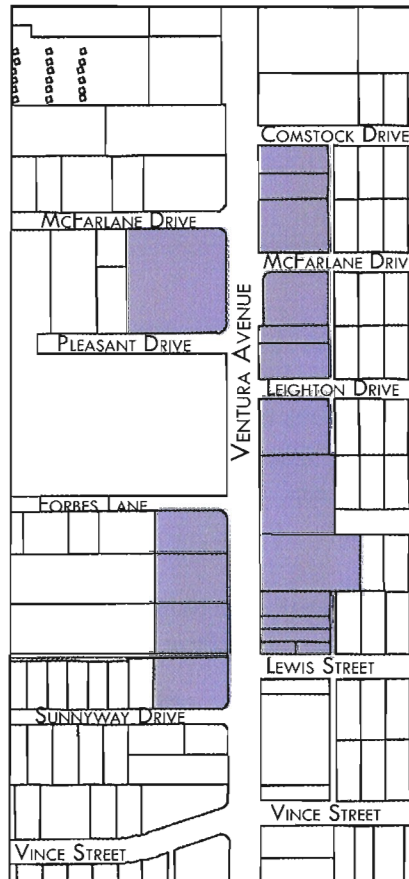


TABLE 10: Allowable building types shall be placed only on lots with the lot width shown. See Building Type Standards for performance standards and Design Guidelines for architectural expression guidance.

TABLE 11: The following land uses may, subject to the noted permit requirements.

TABLE 10: Allowable Building Types

Building Type	Allowed Lot Widths					
	25'	35'	50'	75'	100'	125' 150'
Dup/Trip/Quad						
Villa						
Bungalow Court						
Courtyard Housing						
Stacked Dwelling						

TABLE 11: Allowable Uses

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

P = Permitted by Right
U = Use Permit

BUILDING PLACEMENT

PRIMARY STRUCTURE

Primary Buildings shall be placed within the shaded area as shown in the diagram below (unless specified otherwise by a permitted Building Type).

Front Yard Setback: 15' min. to 25' max.

Side Street Setback: 10' to 15'

Side Yard Setback: 5' min.

Rear Setback: 25' min.

ACCESSORY STRUCTURES

Carriage Houses will not be permitted in this area.

Accessory buildings shall be placed in the shaded area shown in Parking Placement.

Street Setback: Rear 50% of lot depth

Side Street Setback: 5' min.

Side Yard Setback: 5' min.

Rear Setback: 5' min.

ARCHITECTURAL ENCROACHMENTS

Balconies, bay windows, chimneys, cantilevered rooms, and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).

Balconies: 6' max. into Street Build-to Line, Side Street Build-to Line and Rear Setbacks.

Bay windows, chimneys, cantilevered rooms, and eaves: 3' max. into all Setback areas identified in Building Placement.

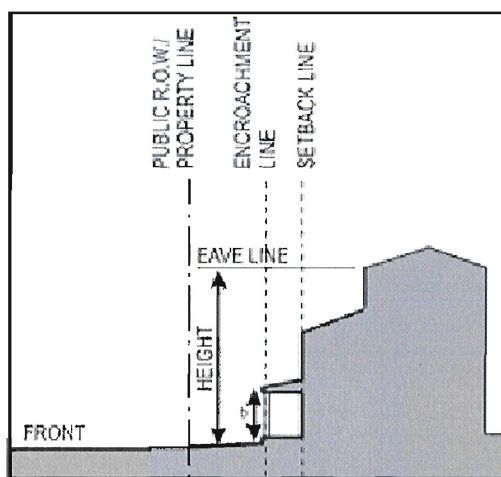
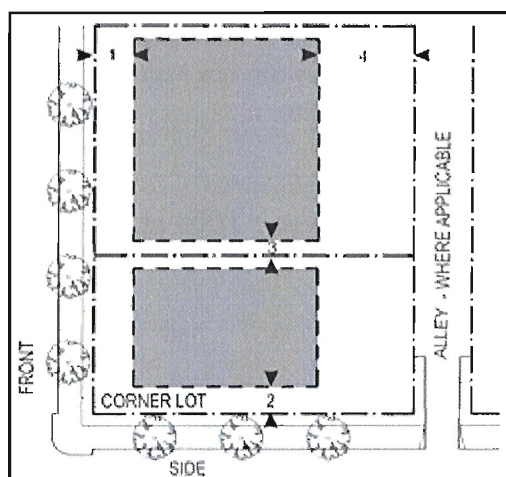


FIGURE 7:
Building Placement

FIGURE 8:
Building Profile and
Frontage

BUILDING PROFILE AND FRONTAGE

HEIGHT

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

Floor to Floor: 12' max.

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

Carriage Houses: not permitted

ALLOWABLE FRONTAGE TYPES

Stoop

Porch

Lightcourt

Dooryard

PARKING

PARKING AND SERVICES PLACEMENT

Off-street parking and Services shall be placed in the shaded area shown.

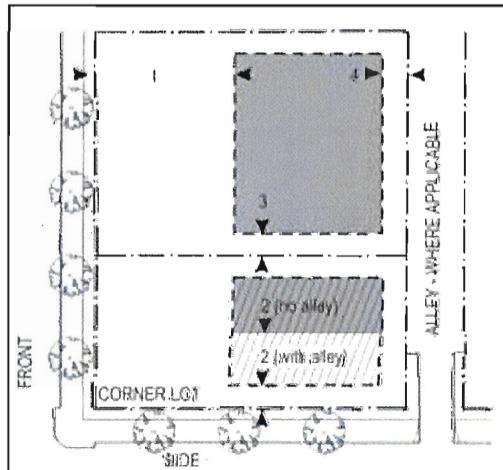
Street Setback: Rear 50% of lot depth

Side Street Setback: 5' min. (with alley) / 20' min. (no alley)

Side Yard Setback: 5' min.

Rear Setback: 5' min.

FIGURE 9:
Parking Placement



PARKING REQUIREMENTS

Residential

1 parking space / 1500 s.f.

(Parking spaces are not required for single room units)

Non-Residential:

2 parking spaces / 1000 s.f.

T4.4 SHELL CORRIDOR TRANSITION

The T4.4 Shell Corridor Transition is meant to serve as a transition between the Shell Industrial Key Opportunity Area as identified by the Westside and North Avenue Community Plan. The uses and built form in this area not only need to transition between the Stanley/Selby Corridor Center and the Shell Industrial Key Opportunity Area, but must also transition into the North Avenue residential uses. This area should commemorate the rich industrial history of the area and the City of Ventura. A mix of industrial, commercial, and residential live/work units will provide jobs for both residents in the Westside and North Avenue and Ventura County.



MAP 5:
Shell Corridor
Transition Parcel Map

TABLE 12: Allowable Building Types

Building Type	Allowed Lot Widths						
	25'	35'	50'	75'	100'	125'	150'
Row House							
Live/Work							
Courtyard Housing							
Commercial Block							
Stacked Dwelling							

TABLE 13: Allowable Uses

Allowed Use	Permit	Allowed Use	Permit
Auto Repair	P	Civic	U
Office	P	Parks & Recreation	U
Recycling	P		
Trade School	P		
Light Industrial	P		

P = Permitted by Right
U = Use Permit

TABLE 12: Allowable building types shall be placed only on lots with the lot width shown. See Building Type Standards for performance standards and Design Guidelines for architectural expression guidance.

TABLE 13: The following land uses may, subject to the noted permit requirements.

BUILDING PLACEMENT

PRIMARY STRUCTURE

Primary Buildings shall be placed within the shaded area as shown in the diagram below (unless specified otherwise by a permitted Building Type).

Street Build-to Line: per Frontage Type requirements

Side Street Build-to Line: 0' to 5'

Side Yard Setback: 0'

Rear Setback: 5' min. (with alley) / 15' min. (no alley)

ACCESSORY STRUCTURES

Permitted only by Warrant.

Must be located within shaded area of Parking Placement.

ARCHITECTURAL ENCROACHMENTS

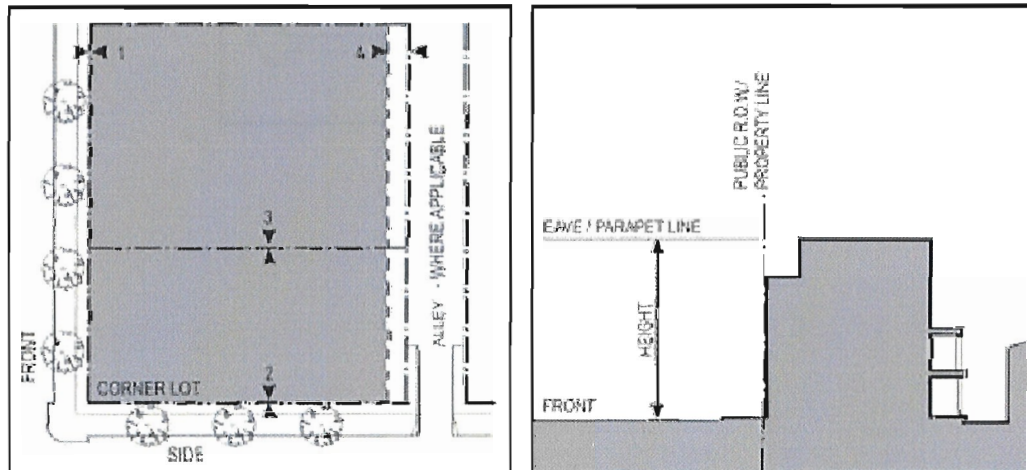
Balconies, bay windows, chimneys, cantilevered rooms, and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).

Balconies: 6' max. into Street Build-to Line, Side Street Build-to Line and Rear Setback.

Bay windows, chimneys, cantilevered rooms, and eaves: 3' max. into all Setback areas identified in Building Placement.

FIGURE 10:
Building Placement

FIGURE 11:
Building Profile and
Frontage



BUILDING PROFILE AND FRONTAGE

HEIGHT

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

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

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

ALLOWABLE FRONTAGE TYPES

Arcade
Gallery
Shopfront
Forecourt
Stoop

PARKING

PARKING AND SERVICES PLACEMENT

Off-street parking and Services are allowed only in the shaded area as shown, unless subterranean.

Street Setback: Rear 75% of lot depth

Side Street Setback: 5' min.

Side Yard Setback: 0' min.

Rear Setback: 5' min.

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

PARKING REQUIREMENTS

Residential

1 parking space / 1500 s.f.

(Parking spaces are not required for single room units)

Non-Residential:

1.2 parking spaces / 1000 s.f.

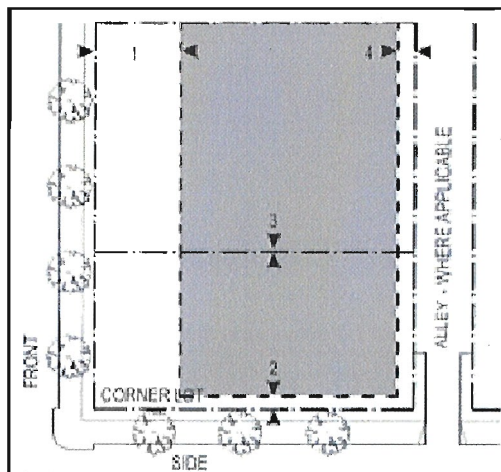


FIGURE 12:
Parking Placement

T5.1 SIMPSON CORRIDOR CENTER

The T5.1 Simpson Corridor Center Transect is the southern node for the Ventura Avenue Corridor, and shall serve as a neighborhood center with a greater intensity of uses form. In addition, the node should celebrate the Simpson Historical District, and architectural styles should remain consistent with existing historical structures such as the De Anza building and Plaza. As a node, Citywide and regional uses should be located here to take advantage of multi-modal transit stops.

MAP 6:

Simpson Corridor
Center Parcel Map

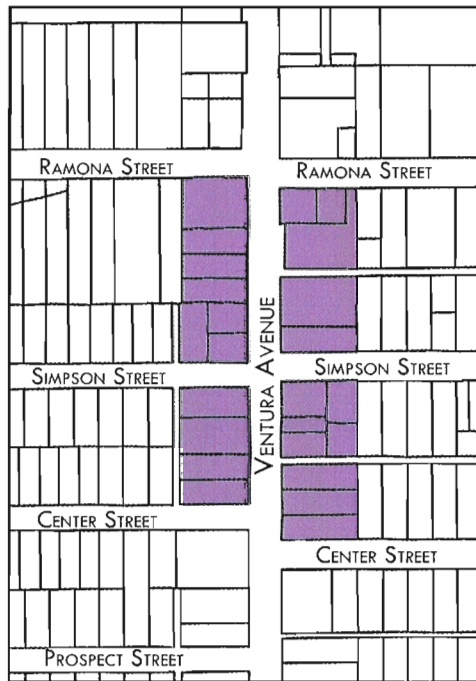


TABLE 14: Allowable building types shall be placed only on lots with the lot width shown. See Building Type Standards for performance standards and Design Guidelines for architectural expression guidance.

TABLE 15: The following land uses may, subject to the noted permit requirements.

TABLE 14: Allowable Building Types

Building Type	Allowed Lot Widths					
	25'	35'	50'	75'	100'	125' 150'
Live/Work						
Courtyard Housing						
Commercial Block						
Stacked Dwelling						

TABLE 15: Allowable Uses

Allowed Use	Permit	Allowed Use	Permit
Bed & Breakfast	P	Bar/Nightclub	U
Civic	P	Community Meeting	U
Health/Fitness	P	Farmers Market	U
Home Occupations	P	Special Residential	U
Lodging	P	Trade School	U
Medical/Dental	P		
Multi-Family	P		
Office	P		
Parks & Recreation	P		
Personal Services	P		
Restaurant	P		
Retail	P		

P = Permitted by Right
U = Use Permit

BUILDING PLACEMENT

PRIMARY STRUCTURE

Primary Buildings shall be placed within the shaded area as shown below (unless specified otherwise by a permitted Building Type).

Street Build-to Line: 0' to 5' min.

Side Street Build-to Line: 0' to 5' min.

Side Yard Setback: 0' min.

Rear Yard Setback: 5' min.

ACCESSORY STRUCTURES

Not Permitted.

ARCHITECTURAL ENCROACHMENTS

Balconies, bay windows, chimneys, cantilevered rooms, and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).

Balconies: 6' max. into Street Build-to Line, Side Street Build-to Line and Rear Setback.

Bay windows, chimneys, cantilevered rooms, and eaves: 3' max. into all Setback areas identified in Building Placement.

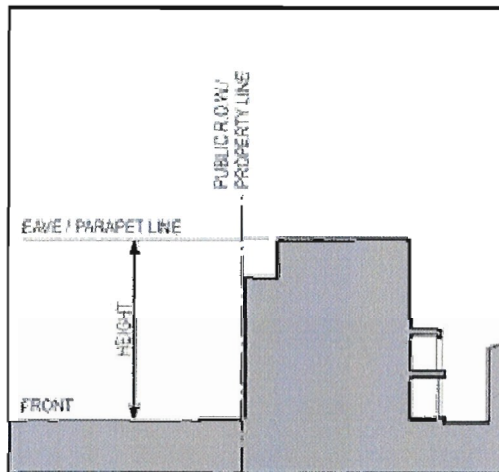
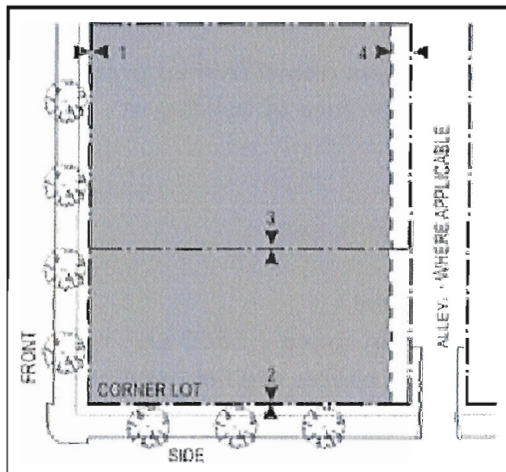


FIGURE 13:
Building Placement

FIGURE 14:
Building Profile and
Frontage

BUILDING PROFILE AND FRONTAGE

HEIGHT

Maximum: 3 stories for Primary Building (20% of building footprint may be 5 story).

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

ALLOWABLE FRONTAGE TYPES

Shopfront

Forecourt

Lightcourt

PARKING

PARKING AND SERVICES PLACEMENT

Off-street parking and Services are allowed only in the shaded area as shown, unless subterranean.

Street Setback: Rear 75% of lot depth

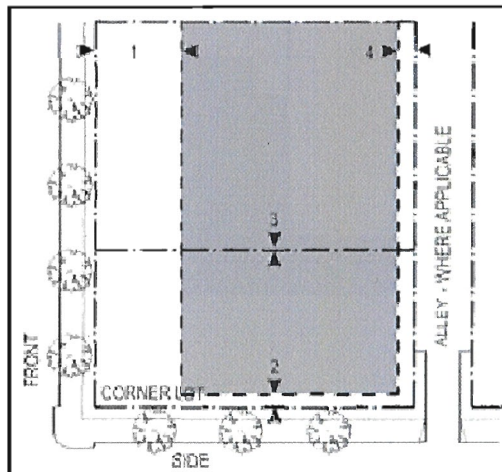
Side Street Setback: 5' min.

Side Yard Setback: 0'

Rear Setback: 5' min.

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

FIGURE 15:
Parking Placement



PARKING REQUIREMENTS

Residential

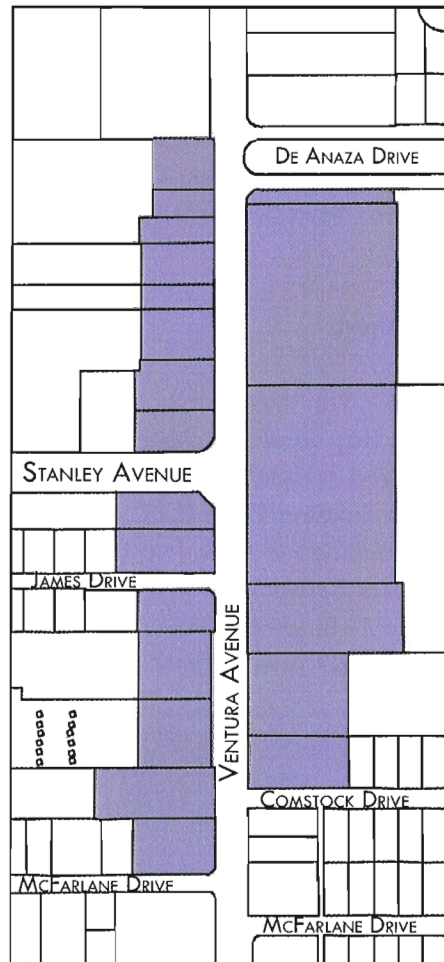
1 parking space / 1500 s.f.
(Parking spaces are not required for single room units)

Non-Residential:

1.2 parking spaces / 1000 s.f.

T5.2 STANLEY/SELBY CORRIDOR CENTER

The T5.2 Stanley/Selby Corridor Transition is the northern node for the Ventura Avenue Corridor, and will feature the most intense building massing and uses. This transect is meant to serve as a transition between both the Stanley Key Opportunity Area and the Selby Special District Key Opportunity Area as identified by the Westside and North Avenue Community Plan. Due to the strategic location of the area at the intersection of Ventura Avenue and Stanley Avenue, and the high volume of traffic directly adjacent to Highway 33, this area will serve as a regional transportation hub. Uses should take advantage of this strategic location, and provide a mix of retail, office and some live/work units that draws on regional jobs demands. To ensure that this area is a defined and fully utilized core, there is a minimum height requirement for all buildings constructed in this area.



MAP 7:
Stanley/Selby
Corridor Center
Parcel Map

TABLE 16: Allowable Building Types

Building Type	Allowed Lot Widths						
	25'	35'	50'	75'	100'	125'	150'
Live/Work							
Courtyard Housing							
Commercial Block							
Stacked Dwelling							

TABLE 17: Allowable Uses

Allowed Use	Permit	Allowed Use	Permit
Bed & Breakfast	P	Bar/Nightclub	U
Civic	P	Community Meeting	U
Health/Fitness	P	Farmers Market	U
Home Occupations	P	Special Residential	U
Lodging	P	Trade School	U
Medical/Dental	P		
Multi-Family	P		
Office	P		
Parks & Recreation	P		
Personal Services	P		
Restaurant	P		
Retail	P		

P = Permitted by Right
U = Use Permit

TABLE 16: Allowable building types shall be placed only on lots with the lot width shown. See Building Type Standards for performance standards and Design Guidelines for architectural expression guidance.

TABLE 17: The following land uses may, subject to the noted permit requirements.

BUILDING PLACEMENT

PRIMARY STRUCTURE

Primary Buildings shall be placed within the shaded area as shown below (unless specified otherwise by a permitted Building Type).

Street Build-to Line: 0' to 5' min.

Side Street Build-to Line: 0' to 5' min.

Side Yard Setback: 0' min.

Rear Yard Setback: 5' min.

ACCESSORY STRUCTURES

Not Permitted.

ARCHITECTURAL ENCROACHMENTS

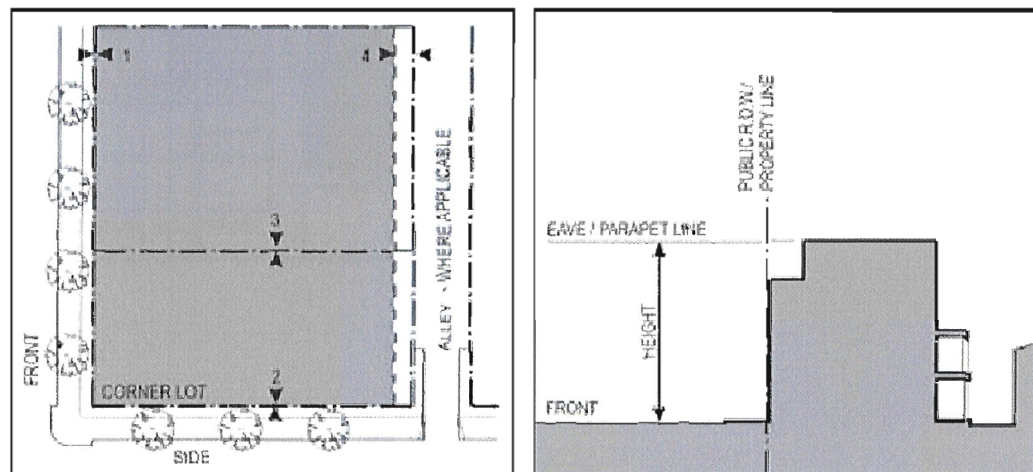
Balconies, bay windows, chimneys, cantilevered rooms, and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).

Balconies: 6' max. into Street Build-to Line, Side Street Build-to Line and Rear Setback.

Bay windows, chimneys, cantilevered rooms, and eaves: 3' max. into all Setback areas identified in Building Placement.

FIGURE 16:
Building Placement

FIGURE 17:
Building Profile and
Frontage



BUILDING PROFILE AND FRONTAGE

HEIGHT

Maximum: 4 stories for Primary Building (20% of building footprint may be 5 story).

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

ALLOWABLE FRONTAGE TYPES

Shopfront

Forecourt

Lightcourt

PARKING

PARKING AND SERVICES PLACEMENT

Off-street parking and Services are allowed only in the shaded area as shown, unless subterranean.

Street Setback: Rear 75% of lot depth

Side Street Setback: 5' min.

Side Yard Setback: 0'

Rear Setback: 5' min.

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

PARKING REQUIREMENTS

Residential

1 parking space / 1500 s.f.

(Parking spaces are not required for single room units)

Non-Residential:

1.2 parking spaces / 1000 s.f.

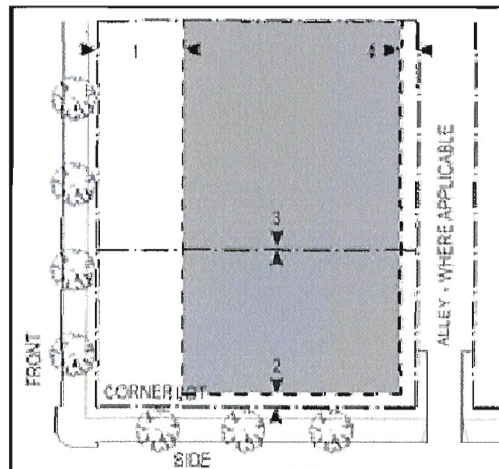


FIGURE 18:
Parking Placement

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II. BUILDING TYPES

BUILDING TYPES

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

The Building Types allowed in the Ventura Avenue Code, as described in the following pages, are:

1. DUPLEX, TRIPLEX AND QUADPLEX

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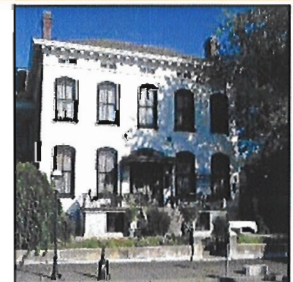
2. VILLA

PAGE 46



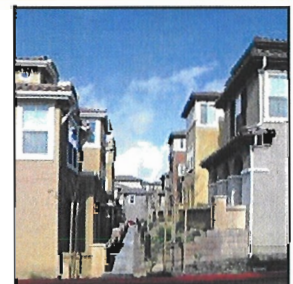
3. MANSION

PAGE 48



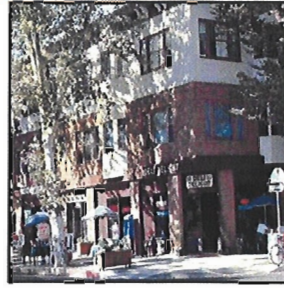
4. BUNGALOW COURT

PAGE 50



5. ROWHOUSE

PAGE 52



6. LIVE / WORK

PAGE 54



7. COURTYARD HOUSING

PAGE 56



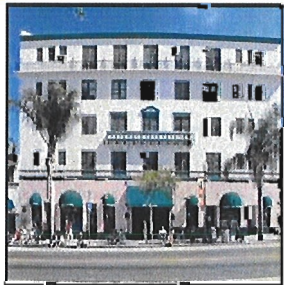
8. COMMERCIAL BLOCK

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9. STACKED DWELLINGS

PAGE 60



1. DUPLEX, TRIPLEX, QUADPLEX

DESCRIPTION

A building containing two, three, or four dwelling units that may be located upon a qualifying lot. Each dwelling unit is individually accessed directly from the street. A Duplex, Triplex, Quadplex may be used for nonresidential purposes where allowed. The following text provides performance standards for Duplex, Triplex, Quadplexes.

ACCESS

1. Pedestrian entrances to each dwelling shall be accessed directly from, and face, the street. Access to second floor dwellings shall be by elevator or a stair that may be open, roofed or enclosed.
2. All parking and services must be accessed through the alley.

PARKING & SERVICES

1. A Minimum of one parking space for each dwelling unit shall be within a garage. The remaining required parking spaces may be within a garage or carports.
2. Services, above ground equipment and trash container areas must be located on the alley.

OPEN SPACE

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

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).
2. Trees may be placed in side yards to protect the privacy of neighbors.

FRONTAGE

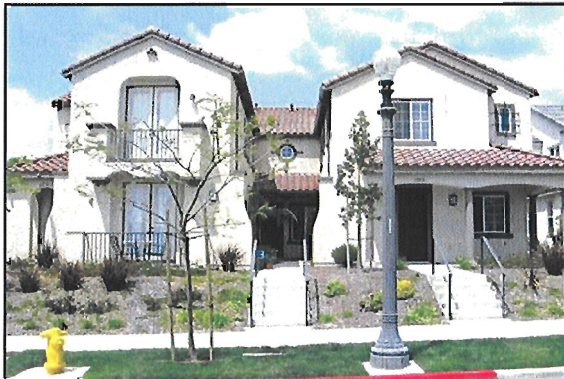
1. On corner lots, dwellings are encouraged to obtain access through a permitted frontage type from either street; particularly in triplexes and quadplexes.

BUILDING SIZE AND MASSING

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

EXPOSURE TO LIGHT AND AIR

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



DUPLEX, TRIPLEX, QUADPLEX
Illustrative Photos

2. VILLA

DESCRIPTION

A large house containing anywhere from two to eight dwelling units that may be located upon a qualifying lot. 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. The following text provides performance standards for Villas.

ACCESS

1. Pedestrian 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.
2. All parking and services shall be accessed through the alley.
3. Subterranean parking entrances should be located on the alley.

PARKING & SERVICES

1. If provided at-grade, one parking space for each dwelling unit shall be within a garage.
The remaining required parking spaces may be within a garage, carport, or uncovered.
2. Garages on corner lots without alleys may face the side street only if provided with one car garage doors, and with driveways no more than 8 feet wide that are separated by planters at least 2 feet wide. Garages facing a side street shall not accommodate more than four cars.
3. All services, above ground equipment and trash container areas shall be located on the alley.

OPEN SPACE

1. Front yards are defined by the street build-to line or front yard setback and frontage type requirements of the applicable zone.
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.
3. Dwelling units accessed above the first floor may provide usable, outdoor space in balconies or loggias with a minimum dimension of 7 feet.
4. Dwelling units accessed at the first floor may provide usable, outdoor space, exclusive of the common yard area required above.

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).
2. Trees may be placed in side yards to protect the privacy of neighbors.

FRONTAGE

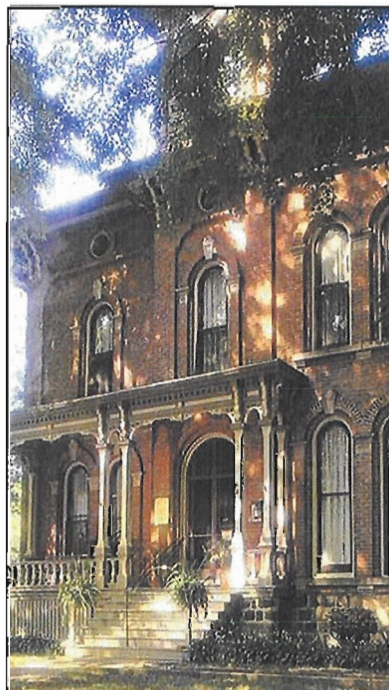
1. Other than Frontage Type performance measures, there are no additional frontage requirements for this building type.

BUILDING SIZE AND MASSING

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

EXPOSURE TO LIGHT AND AIR

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



VILLA
Illustrative Photos

3. MANSION

DESCRIPTION

A detached building with the appearance from the street of a large house which contains more than four dwellings and that may be located upon a qualifying lot. Each dwelling is individually accessed from a central lobby, which in turn is accessed directly from the street. A Mansion may be used for non-residential purposes where allowed. The following text provides performance standards for Mansions.

ACCESS

1. The primary pedestrian entrance to the building shall be accessed directly from, and face, the street. The main entrance shall open to a central lobby which provides access to individual dwellings through use of a corridor. Second and third floor dwellings shall be accessed by a stair or elevator located in the lobby. Direct access from street to ground floor dwellings at the street build-to line is encouraged.
2. All parking and services shall be accessed through the alley.
3. Subterranean parking entrances should be located as close as possible to the side or rear of each lot.

PARKING & SERVICES

1. Required parking may be at-grade or subterranean. If provided at-grade, one parking space for each dwelling unit shall be within a garage. The remaining required parking spaces may be within a garage, carport, or uncovered.
2. Garages facing a side street shall not accommodate more than four cars.
3. All services, above ground equipment and trash container areas shall be located on the alley.

OPEN SPACE

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

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).
2. Trees may be placed in side yards to protect the privacy of neighbors.

FRONTAGE

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

BUILDING SIZE AND MASSING

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



MANSION

Illustrative Photos

4. BUNGALOW COURT

DESCRIPTION

Four or more detached houses or duplexes arranged around a shared courtyard, with pedestrian access to the building entrances from the courtyard and/ or street. Bungalow Courts may be located upon qualifying lots. A Bungalow Court may be used for non-residential purposes where allowed. The following text provides performance standards for Bungalow Courts.

ACCESS

1. Pedestrian entrances to dwellings shall be directly from the front yard or from the courtyard.
2. All parking and services shall be accessed through the alley.

PARKING & SERVICES

1. Required parking shall be at-grade. One parking space for each dwelling unit shall be within a garage. The remaining required parking spaces may be within a garage, carport, or uncovered.
2. All services, above ground equipment and trash container areas shall be located on the alley.

OPEN SPACE

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

LANDSCAPE

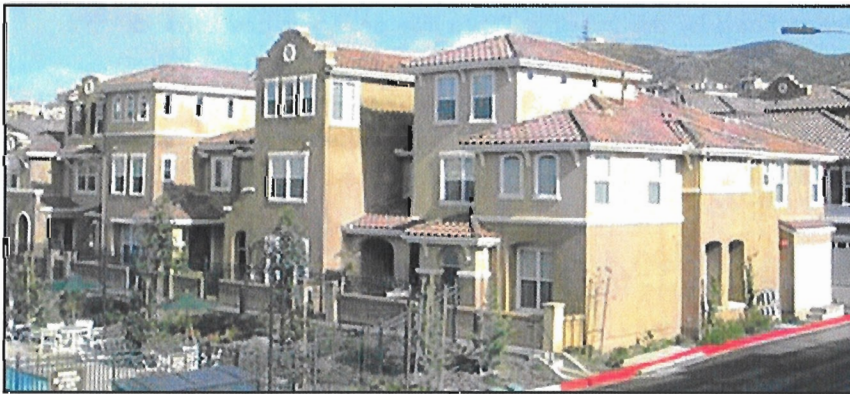
1. Landscape should not be used to separate a front yard from front yards on adjacent parcels. Front yard trees should be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
2. Trees may be placed in side yards to protect the privacy of neighbors.

FRONTAGE

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

BUILDING SIZE AND MASSING

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



BUNGALOW COURT
Illustrative Photos

5. ROWHOUSE

DESCRIPTION

Two or more attached two- or three-story dwellings with zero side yard setbacks located upon a qualifying lots. A Rowhouse may be used for non-residential purposes where allowed. The following text provides performance standards for Rowhouses.

ACCESS

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

PARKING & SERVICES

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

OPEN SPACE

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

LANDSCAPE

1. Landscape should not be used to separate a front yard from front yards on adjacent parcels. Front yard trees, if provided, should be of porch scale (no more 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).
2. Trees may be placed in side yards to protect the privacy of neighbors.

FRONTAGE

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

BUILDING SIZE AND MASSING

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

EXPOSURE TO LIGHT AND AIR

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



ROWHOUSE
Illustrative Photos

6. LIVE/WORK

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. A Live-work building may be located upon a qualifying lots. The following text provides performance standards for Live-work buildings.

ACCESS

1. Live-work buildings shall have one of two methods of pedestrian access:
 - (a) The main entrance to the ground floor flex space shall be accessed directly from and face the street, and the residential occupancy area shall be accessed by a separate entrance and internal stair that is also accessed from and faces the street. There may also be a small shared lobby that provides separate access to commercial/flex and residential areas; or
 - (b) Access to the residential area may be taken through the commercial/flex space that is accessed directly from and faces the street.
2. Parking and services shall be accessed from an alley or subterranean garage in a Mixed Type Development. This type is not allowed on a lot without an alley if it is not within a Mixed Type Development.

PARKING & SERVICES

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

OPEN SPACE

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

LANDSCAPE

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

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.

BUILDING SIZE AND MASSING

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

EXPOSURE TO LIGHT AND AIR

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



LIVE/WORK

Illustrative Photos

7. COURTYARD HOUSING

DESCRIPTION

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

ACCESS

1. The main entrance to each ground floor dwelling shall be directly off a common courtyard or directly from the street.
2. Access to no more than three second story dwellings shall be through an open or roofed (but not enclosed) stair.
3. Except for dwellings occurring at the fourth story, elevator access from subterranean parking may be provided between the garage and podium only.
4. All parking and services shall be accessed through the alley.

PARKING & SERVICES

1. Required parking may be at-grade or as subterranean. If provided at-grade, one parking space for each dwelling unit shall be within a garage. The remaining required parking spaces may be within a garage, carport, or uncovered. [W]
2. Dwellings may have direct or indirect access to their parking stall(s) or direct access to stalls enclosed within the garage. A combination of these conditions is encouraged.
3. All services, including all utility access and above ground equipment and trash container areas shall be located on the alley.

OPEN SPACE

1. Front yards are defined by the street build-to line or front yard setback and frontage type requirements of the applicable zone.
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.
4. Minimum courtyard dimensions shall be 40 feet when the long axis of the courtyard is oriented East/West and 30 feet when the courtyard is oriented North/South.
5. In 40-foot wide courtyards, the frontages and architectural projections allowed within the applicable zone are permitted on two sides of the courtyard; they are permitted on one side of a 30-foot wide courtyard.
6. Private patios may be provided in side and rear yards, and in courtyards.
7. Courtyards shall be connected to the public way and/or to each other by zaguans, or paseos.
 - a. Zaguans shall be a minimum of 10' wide.
 - b. Paseos shall be a minimum of 15' wide.

LANDSCAPE

1. 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).
2. Trees may be placed in side yards to protect the privacy of neighbors.
3. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping.

FRONTAGE

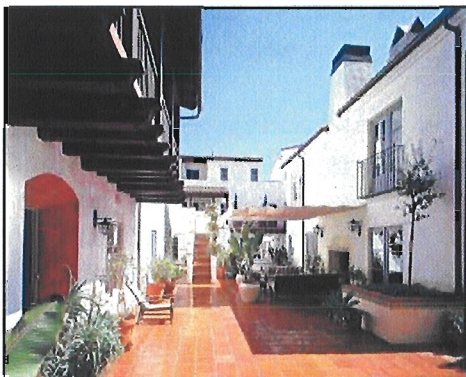
1. Entrance doors should be oriented toward courtyards and the street.
2. No arcade or gallery may encroach into the required minimum width of a courtyard.
3. Stoops up to 3 feet in height and dooryards up to 2 feet in height may be placed above subterranean parking, provided that they are scaled to the street and building.
4. Dooryards that face and/or encroach into a courtyard shall be a minimum 10 ft wide.

BUILDING SIZE AND MASSING

1. Buildings may contain any four combinations of dwelling unit configurations: flats, flats over flats, townhouses, and townhouses over flats.
2. Dwellings may be as repetitive or unique as deemed by individual designs.
3. Buildings should be composed of one, two and three story masses, each designed to house scale, and not necessarily representing a single dwelling.
4. 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
 - b. 2.5 stories: 60% 2 stories, 40% 3 stories
 - c. 3.0 stories: 35% 2 stories, 50% 3 stories, 15% 4 stories
 - d. 3.5 stories: 15% 2 stories, 60% 3 stories, 25% 4 stories
5. Dwellings at fourth stories shall be accessed by single-loaded corridors or exclusive elevator service and configured as flats.
6. The visibility of elevators and of exterior corridors at the third and/or fourth stories should be minimized by incorporation into the mass of the building.

EXPOSURE TO LIGHT AND AIR

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



COURTYARD HOUSING
Illustrative Photos

8. COMMERCIAL BLOCK

DESCRIPTION

A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for dwelling units. A Commercial Block may be located upon a qualifying lot.

ACCESS

1. The main entrance to each ground floor area shall be directly from and face the street.
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.
3. Elevator access shall be provided between the subterranean garage and each level of the building where dwelling and/or commerce access occurs.
4. Interior circulation to each dwelling shall be through a corridor which may be single or double-loaded.
5. All parking shall be accessed through the alley.
6. 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.
 - b. The open corridor is designed in the form of a Monterey balcony, loggia, terrace, or a wall with window openings.

PARKING & SERVICES

1. Required parking may be at-grade or as subterranean. If provided at-grade, parking spaces may be within a garage, carport, or uncovered.
2. Dwellings may have indirect access to their parking stalls.
3. All services, above ground equipment and trash container areas shall be located on the alley.
4. Parking entrances to subterranean garages and/or driveways should be located as close as possible to the side or rear of each lot.

OPEN SPACE

1. Front yards are defined by the street build-to line or front yard setback and frontage type requirements of the applicable zone.
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.
3. Minimum courtyard dimensions shall be 40 feet when the long axis of the courtyard is oriented East/West, and 30 feet when the courtyard is oriented North/South.
4. The minimum courtyard area shall be twenty percent (20%) of the lot area.
5. Courtyards shall not be of a proportion of less than 1:1 between their width

and height.

6. In 40-foot wide courtyards, the frontages and architectural projections allowed within the applicable zone are permitted on two sides of the courtyard; they are permitted on one side of a 30-foot wide courtyard.

7. Private patios may be provided in side and rear yards.

LANDSCAPE

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

FRONTAGE

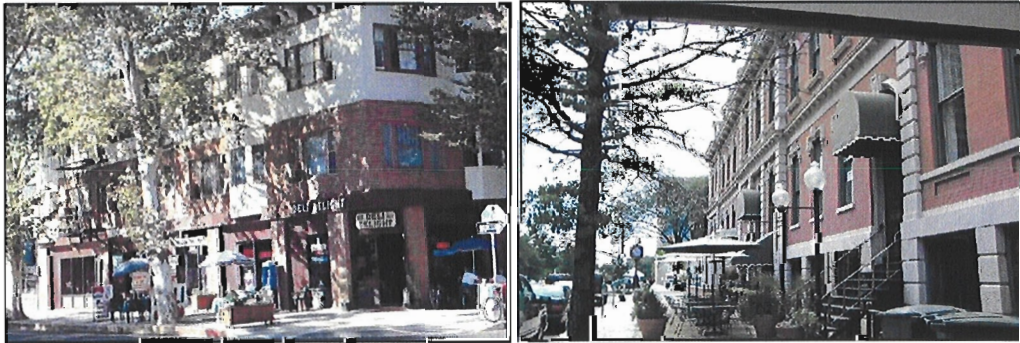
1. No arcade or gallery may encroach into the required minimum width of a courtyard.

BUILDING SIZE AND MASSING

1. Buildings may contain any of three dwelling types: flats, townhouses, and lofts.
2. Dwellings may be as repetitive or unique, as determined by individual designs.
3. Buildings may be composed of one dominant volume, and may be flanked by secondary ones.
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
 - b. 2.0 stories: 85% 2 stories, 15% 3 stories
 - c. 3.0 stories: 85% 3 stories, 15% 4 stories
 - d. 4.0 stories: 75% 4 stories, 25% 5 stories

These height ratios are maximums that may exceed that allowed by the applicable zone (e.g., Commercial Block 4.0 may exceed the 4.0 75% 4-story, 25% 5-story limitation of the T6.1 Urban Core zone).

5. The visibility of elevators and of exterior corridors at the third, fourth and/or fifth stories should be minimized by incorporation into the mass of the building.



COMMERCIAL BLOCK
Illustrative Photos

9. STACKED DWELLING

DESCRIPTION

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

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.
2. The main entrance to each ground floor dwelling shall be directly from the street. Secondary access may be through an elevator and corridor.
3. Elevator access shall be provided between the subterranean garage and each level of the building where dwelling access occurs.
4. Interior circulation to each dwelling shall be through a corridor which may be single or double-loaded.
5. All parking shall be accessed through the alley.
6. 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.
 - b. The open corridor is designed in the form of a Monterey balcony, a loggia, a terrace, or a wall with window openings.

PARKING & SERVICES

1. Required parking may be at-grade or as subterranean. If provided at-grade, parking spaces may be within a garage, carport, or uncovered.
2. Dwellings may have indirect access to their parking stalls.
3. All services, above ground equipment and trash container areas shall be located on the alley.
4. Parking entrances to subterranean garages and/or driveways should be located as close as possible to the side or rear of each lot.

OPEN SPACE

1. Front yards are defined by the street build to line and frontage type requirements of the applicable zone.
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.
3. Minimum courtyard dimensions shall be 40 feet when the long axis of the courtyard is oriented East/West, and 30 feet when the courtyard is oriented North/South.
4. Courtyards shall not be of a proportion of less than 1:1 between their width

and height.

5. In 40-foot wide courtyards, the frontages and architectural projections allowed within the applicable zone are permitted on two sides of the courtyard; they are permitted on one side of a 30-foot wide courtyard.

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

LANDSCAPE

1. Front yard trees, if used, should be less than the height of the buildings, except at the margins of the lot, where they may be used to frame and separate the building from its neighbors.

2. Trees may be placed in side yards to create a particular sense of place.

3. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping.

FRONTAGE

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

BUILDING SIZE AND MASSING

1. Buildings may contain any of three dwelling type configurations: flats, townhouses, and lofts.

2. Dwellings may be as repetitive or unique, as determined by individual designs.

3. Buildings should be composed of one dominant volume, flanked by secondary ones.

4. The intent of these regulations is to provide for buildings with varying heights through adherence to the applicable zones height ratios.



STACKED DWELLING
Illustrative Photos

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II. FRONTAGE TYPES

A. ARCADE

Arcades are facades with an attached colonnade, that is covered by upper stories. This type is ideal for retail use, but only when the sidewalk is fully absorbed within the arcade so that a pedestrian cannot bypass it.

1. CONFIGURATION

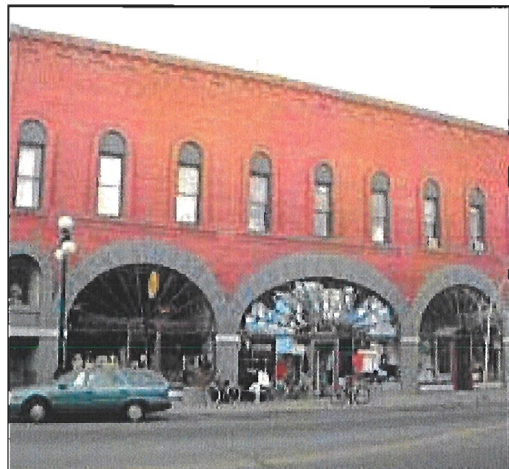
A great variety of arcade designs are possible, but the following guidelines apply:

- a. The height (10 feet) and the proportions of the arcade may correspond to the facade consistent with the architectural style of the building.
- b. 10 feet wide clear in all directions. Soffits, columns/arches may be treated consistent with the architecture of the building
- c. Along primary frontages, the arcade may correspond to shopfront openings and:
 - spacing between openings along the right-of-way may be between 8 and 12 feet.
 - primary frontage shopfront openings may be at least 10 feet tall and comprise 65% of the 1st floor wall area facing the street and not have opaque or reflective glazing.

2. ELEMENTS

- d. A bulkhead is to transition between the opening(s) and the adjacent grade. The bulkhead may be between 10 inches and 28 inches tall (aluminum shopfront or spandrel panel may not substitute for a bulkhead).
- e. The adjacent sidewalk may not be raised more than 6" without installation of the necessary stair or ramp access.
- f. Max 3' sidewalk between curb and face of arcade (except at curb extensions for intersections).

ARCADE
Illustrative Photos



B. GALLERY

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

1. CONFIGURATION

A great variety of gallery designs are possible, but the following guidelines apply:

- a. The height and the proportions of the gallery may correspond to the facade consistent with the architectural style of the building.
- b. 10 feet wide clear in all directions. Soffits, columns/arches may be treated consistent with the architecture of the building.
- c. Along primary frontage, the arcade may correspond to shopfront openings and:
 - Spacing between openings along the right-of-way may be between 8 and 12 feet.
 - Primary frontage shopfront openings may be at least 10 feet tall and comprise 65% of the 1st floor wall area facing the street and not have opaque or reflective glazing.
 - Shopfronts may be between 10 - 16 feet tall.

2. ELEMENTS

- d. A bulkhead is to transition between the opening(s) and the adjacent grade. The bulkhead may be between 10 inches and 28 inches tall (aluminum shopfront or spandrel panel may not substitute for a bulkhead.)
- e. The adjacent sidewalk may not be raised more than 6" without installation of the necessary stair or ramp access.
- f. Max 3' sidewalk between curb and face of arcade (except at curb extensions for intersections.)



GALLERY

Illustrative Photos

C. SHOPFRONT

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

1. CONFIGURATION

A great variety of shopfront designs are possible, but the following guidelines apply:

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

2. ELEMENTS

- f. Awnings, signs, etc, may be located 8 feet min. above the adjacent sidewalk.
- g. Awnings may only cover openings so as to not cover the entire facade.

SHOPFRONT
Illustrative Photos



D. FORECOURT

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

1. CONFIGURATION.

A great variety of forecourt designs are possible, but the following guidelines apply:

- a. 10 feet deep (clear) min, 30 feet deep (clear) max. Forecourts between 10' and 15' in depth shall be substantially paved, and enhanced with landscaping. Forecourts between 15' and 30' in depth shall be designed with a balance of paving and landscaping.
- b. 10' wide min; up to 50% of lot width
- c. Shopfronts may be between 10 feet and 16 feet tall, as measured from the adjacent sidewalk. The corresponding shopfront(s) opening(s) along the primary frontage may be at least 65% of the 1st floor wall area and not have opaque or reflective glazing. Shopfronts may be recessed from the frontage line by up to 5 feet.
- d. Bulkhead: 10 inches min, 28 inches max (aluminum shopfront or spandrel panel may not be substituted for a bulkhead).

2. ELEMENTS

- e. A 1-story fence or wall at the property line may be used to define the private space of the yard.
- f. Minimum clearances: vertical: 8' from sidewalk; horizontal: width of sidewalk.



FORECOURT
Illustrative Photos

E. STOOP

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

1. CONFIGURATION

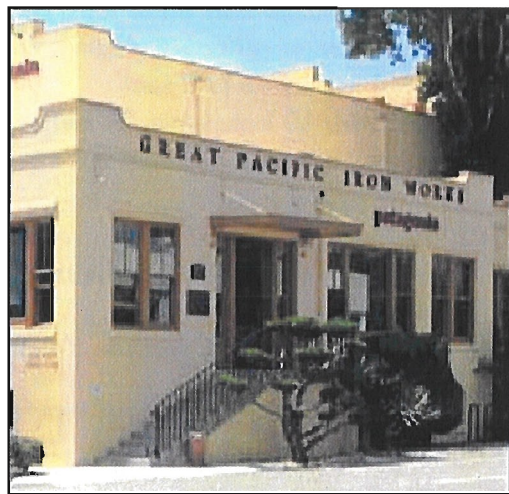
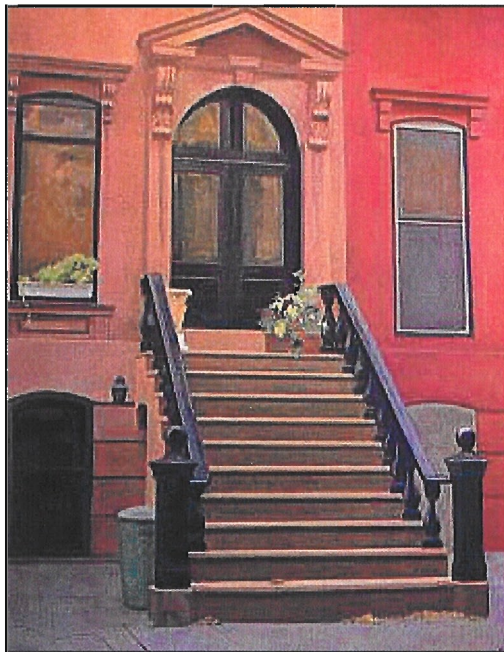
A great variety of stoop designs are possible, but the following guidelines apply:

- a. 2 feet min. deep (clear)
- b. 3 feet min. wide (clear)
- c. Stoops may be at grade or raised to transition into the building. In no case may the ground story be elevated more than 3 feet above the adjacent sidewalk.
- d. Stoops must correspond directly to the building entry(s).

2. ELEMENTS

- e. Fences or walls defining the stoop or front setback may not exceed 30" from the highest adjacent finished grade.

Stoop
Illustrative Photos



F. LIGHTCOURT

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

1. CONFIGURATION

The following guideline applies:

- a. Sub-basements accessed by a lightcourt may not be more than 6 feet below the adjacent sidewalk.



LIGHTCOURT
Illustrative Photos

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