

NORTH VENTURA AVENUE DRAFT DEVELOPMENT CODE & BACKGROUND REPORT



North Ventura Avenue Draft Development Code & Background Report

CRP 461 & 462 Senior Project I & II
Winter & Spring 2010
City and Regional Planning Department
College of Architecture and Environmental Design
California Polytechnic State University, San Luis Obispo

Vicente del Rio, Faculty Advisor

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Tyler Hartrich

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Community Development Department, City of Ventura
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Professor Zeljka Howard
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Part I



NORTH VENTURA AVENUE DRAFT DEVELOPMENT CODE

CITY OF
VENTURA
COMMUNITY DEVELOPMENT

DONALD NIELSEN | SEAN TIEDGEN | TYLER HARTRICH

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1.0 PREFACE

1.1 The Purpose

Cal Poly's motto is "learn by doing," in which each student works in the field of his or her respective major with the level of difficulty increasing as the years pass. This work then culminates in a senior project for many students in which they have to apply the lessons, techniques, and practices they learned and turn it into a final product. Within the City and Regional Planning Department, it is the desire that the students take the lessons they have learned and apply them to a real-life situation based senior project.

For Donald Nielsen, Sean Tiedgen and Tyler Hartrich, there was a desire to work with a local government agency on a community problem or. Over a few months of research and talking with several organizations and municipalities it was agreed upon to coordinate with planning staff at the City of Ventura. It was decided to create a draft specific plan for the North Avenue community, and area that lies within the city's sphere of influence, but has yet to be annexed

1.2 The Objectives

The community of North Avenue provided some unique opportunities and challenges for applying their Form Based Codes as well as dealing with the nearby Ventura River, existing residences, brownfields, and oil drilling derricks. Our objectives for this project included:

- Attempt to understand and apply Form Based Codes
- Create a "draft" professional document that could be used by the City of Ventura in the future
- Identify needs of the North Avenue community
- Apply City staff desire to provide significant industrial land use
- Minimize impact of oil derricks
- Provide access to Ventura River for Ventura citizens
- Expand transit and transportation options
- Create streets that all community members could use
- Challenge ourselves in apply best practices for land use design and policy writing

1.3 The Process

The initial steps to the senior project had taken place six months prior to the start of the 2010 winter quarter. Ventura was contacted in order to determine if there were any projects that may be on the table for a group of senior planning students to work on. City staff developed a list of projects that could be done, and in the end it was agreed upon that a draft specific plan would be created for the North Avenue community. It was

also City staff's desire to see fresh perspectives on the community, creative yet realistic design concepts, and a development code based on the Form Based Codes that would allow the area to retain its industrial base.

During the 2010 winter quarter, the main focus was on data research, community evaluation, and background gathering. This includes topics that range from topography to current housing units to brownfield sites. Three site visits were also made during this time period so as to gather information on existing infrastructure, existing land uses, and to conduct walking surveys, observe the community, and to take pictures. At the end of the quarter a background report summarizing all the information that was collected was produced.

During the 2010 spring quarter, the primary focus was on developing the specific plan and designing a portion of the community using the Form Based Codes. The specific plan dealt with all areas of design for the community with most of the emphasis on what the community would look like from the street, however allow for creative design solutions as projects are proposed. During this time the team also made a couple of visits and presentations to the neighborhood council (Westside Community Council), and was also able to receive local residents input (Figure i)

Where it was possible, existing residential areas were left alone, the amount of parks and open space was expanded, and new transportation services to the community were offered that would connect the community with Ventura. Technological applications were used in providing a visual understanding of the community through 3D modeling, visualizing how future project may

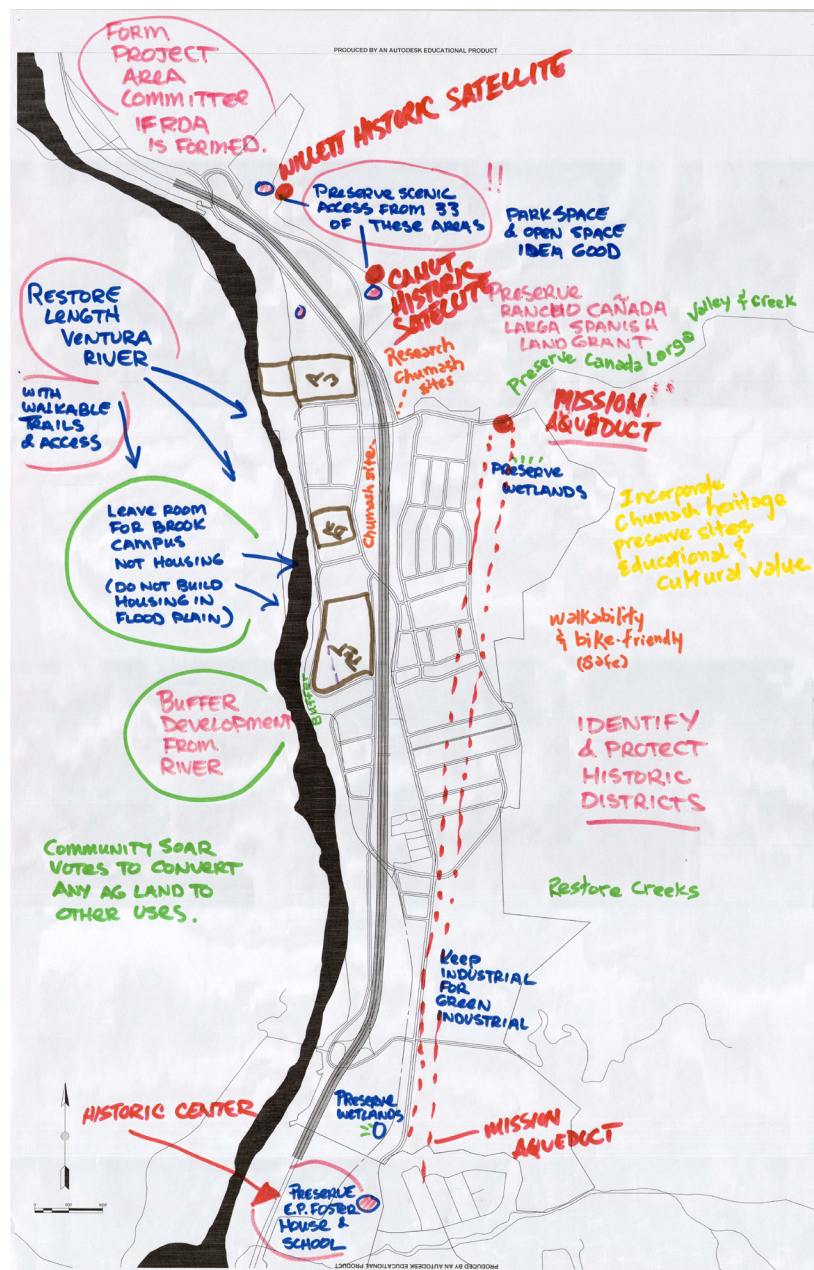


Figure i: Westside Community Council members provide input for the North Avenue area

impact the area, and attempting to understand infrastructure impacts. The final product is this final report that includes a discussion of the project and our design, the specific plan, and the background report.

1.4 The Content

The draft North Ventura Avenue Specific Plan is broken down into two parts. The first part is a background report in which research was done to figure out the existing conditions of the community. The second part is a draft specific plan that is modeled after several specific plans already done for the City of Ventura that implement Form Based Code. While this is not a professional report, it was completed so as to make the project as realistic as possible. To do this, it was modeled after the City of Ventura's standards for specific plans as a "draft" document. This was done with the idea that in the future the City of Ventura could take this document once the North Avenue community was annexed into the City, revise it as necessary to deal with existing conditions and any new laws. This makes the draft specific plan a "living" document that can change as needed, but still be in a standard format. For this reason we numbered each chapter, section and subsection with similar format as all of the other specific plans. For this document the numbering system will be based on the following format: 24N.100.010. The reason behind this is that it denotes where the plan would be within Ventura's municipal code if it was ever adopted by the City Council. The '24' represents the chapter of municipal code this document would fall under; the 'N' references the plan that it belongs to; the 100 represents the different sections within the document; and the 010 represents the chapters within the sections of the document.

2.0 TECHNOLOGY

2.1 Purpose

With the onset of computers and new technologies , planning and analysis for communities has changed from strictly hand drawing to the use of computers to do sketching, site design, architecture, engineering, 3D modeling and even community analysis. Over the years many programs have been used to illustrate the type of community a city, county or developer may want to portray. For this project we wanted to further explore these technological master planning tools and see how well they help in analyzing a project.

2.2 CityCAD 1.0 Application

After a couple months research it was decided to try CityCAD, a 3D computer modeling and analysis software that was designed by Holistic City in the United Kingdom. This program was created by planners and computer programmers to be used as a master planning tool that would help developers, community members, city/county planners, and elected officials better understand the impact of proposed projects. The program is meant to analyze land use, transportation, (e.g. miles of roads, bus lanes, bicycle lanes, etc.) costs, CO2 emissions (greenhouse gas related), infrastructure costs, utility use (i.e. water, electricity, waste, etc.), costs associated with investment and even short or long term phasing of a project.

CityCAD can be used for individual sites or for large master plans of 300+ acres. The program allows for street networks to be created, called “routes,” and blocks will form as streets become connected. The blocks can be edited to designate the correct land use that the designer wants for the block. As each land use for the block is created, further options become available; such as designating how many housing units, average housing unit size, number of trees to put into a park, the percentage of uses in a mixed-use city block, etc.

2.3 Project Use

For this project CityCAD was used to visually understand the design ideas for the North Ventura Avenue Area (Figure ii), the impacts it might have on infrastructure, how well the massing of structures would look within context of the existing community and to see how well their analysis tools work for better projecting the impact of the project if the City of Ventura annexes the property within City limits.

2.4 Challenges

While CityCAD is a strong analysis tool, it has some challenges that make for less accurate measurements than other programs, such as AutoCAD. However, these challenges exist mostly in visual design. Let it be noted that as of when the writing of this report was finished and computer design, CityCAD 2.0 was released in July 2010 and may have addressed several of these challenges

2.4.1 Roads

Roads currently can only be drawn with straight segments. Curved roads are required to be made up with smaller straight segments, however if those segments are not large enough, they cannot be drawn. If new sections of roads are drawn some attributes, such as sidewalks or landscaped areas, do not meet and appear as a continuous section. One difficulty for intersections was where streets would go under or over each other. The classic example for this project was where roads go under Highway 33. They block out and become a gray mass. From inquiring at Holistic City's (the designer of CityCAD) forum we were told that you currently cannot have one road going over another without the error if they are at two different elevations. This can only be done through inserting objects; such as a bridge object created using AutoCAD. Needless to say our resources did not allow us to show anything but an "intersection" between the intersecting road and the highway.

2.4.2 Structures

For a majority of the structures built there were no issues. However, with the Form Based Code we were using for this project we would have liked to have shown at what story of a building that a setback may occur. Current setbacks can only be made from the road for the whole structure; individual stories cannot be setback, such as a city ordinance may require in actual design of a project.

2.4.3 Experience

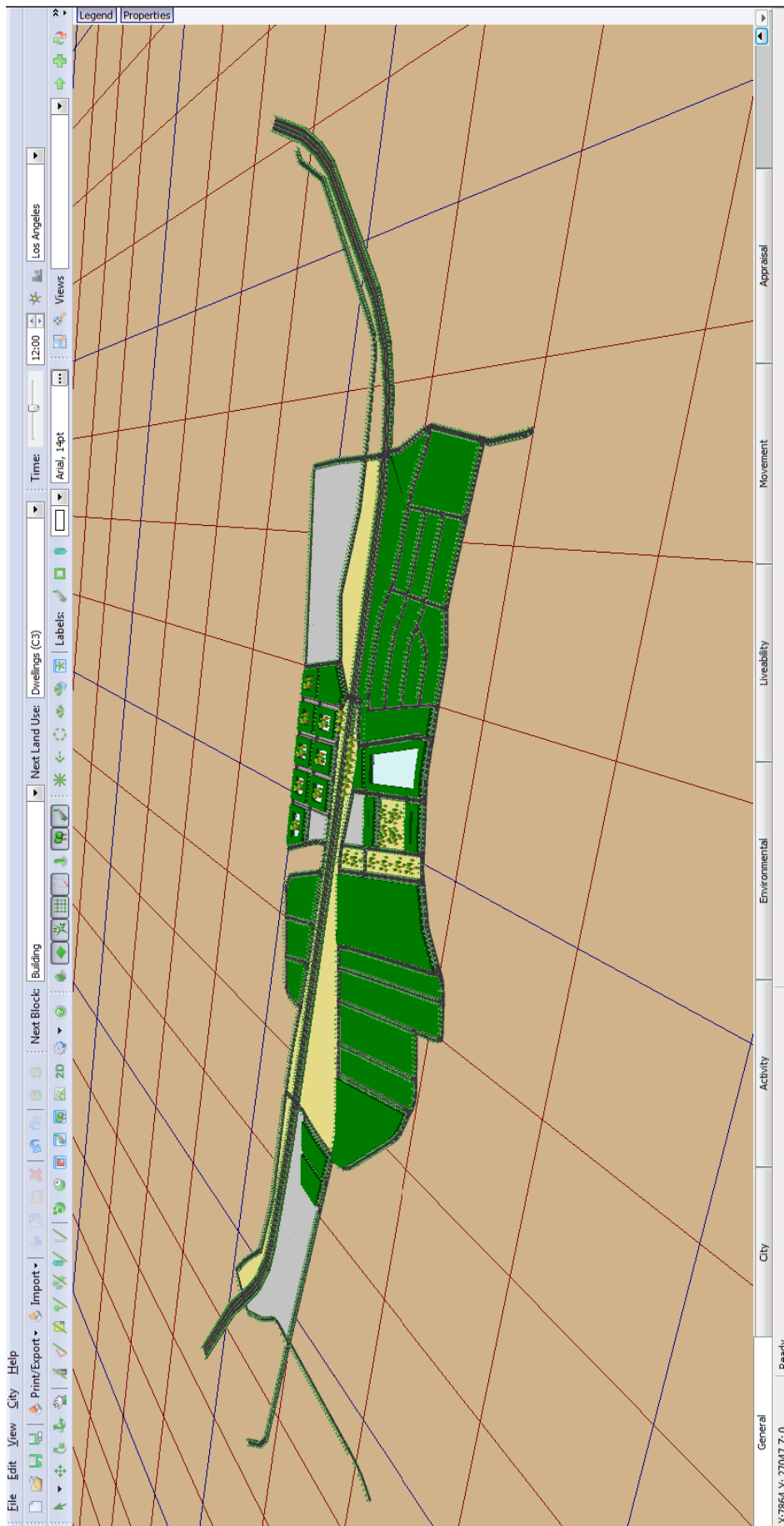
For this project we had our most experienced computer 3D modeling and AutoCAD senior project partner take on this new program. From working with the program it was realized that with enough time almost anyone could learn how to use the program. However, the larger and more complex the site it is best to have someone with some AutoCAD, GIS and 3D modeling experience to use this program. There are many little things that the program can be "picky" about how you draw your project. Also, in order for much of the analysis tools to be used one has to have considerable knowledge of a community's general plan, zoning, development/engineering standards, and US census data.

2.4.4 Conclusion

Overall, CityCAD is a great tool that can easily represent projects in a way that developers can show what their project conceptually would look like, can be used to easily analyze any project within a community, and can be easily understood by community members as to the scale of a project within the context of their community. We hope to see more architects, planners, urban designers, and construction management students and professionals take a look at this program and use it for their communities and projects.

2.5 Google SketchUP

The visual representation of North Avenue was derived using a 3D computer generated software tool called Google SketchUP. The model was built from two import files, a terrain file from Google Earth, and the street network from AutoCAD. This allowed for buildings to be designed from a flat surface and then extruded up into a 3D environment. The details of the model have been left out to help better examine the land uses aside from individual buildings. The model is a major leap forward in the use of the SketchUP, as it is typically intended for small-scale designs.



**Figure ii: CityCAD
Screenshot**

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3.0 INTRODUCTION AND CONTEXT

North Ventura Avenue is the center for Ventura's oil industry, and home to some 2,500 citizens. Residents of the Ortonville neighborhood, workers at the oil fields, and travelers heading north from Ventura on Highway 33 all know North Ventura Avenue as an area well suited for infill development. Due to the dominance of the oil industry and the tract home developments throughout the area, there is little to no memorable aspects in the entire site. This is due to sporadic development of the area, which coincided with the booms and busts of the oil economy. Another is the fact that the community relates poorly to the adjacent Ventura River, which runs parallel to the site. As North Ventura Avenue developed, most of the development took place to the eastern side of Ventura Avenue, and was effectively cut-off from the River once Highway 33 was constructed. At the same time an agricultural and petrochemical cracking unit was constructed right on the banks of the River. This facility was eventually abandoned due to violations of the Clean Air Act and helped to further separate the community from the River.

This Plan calls for a reversal of this pattern, by directing public and private investment to re-design and reconnect the area. This plan "invites" the redevelopment of the cracking unit site and to develop the infill site located between the two existing single-family residential areas into new pedestrian friendly, transit oriented, mixed use neighborhoods. It also calls for a reinvestment in mass transit by altering existing bus routes to better serve the community, and through the creation of a Bus Rapid Transit line that would connect North Ventura Avenue to Ojai to the north, and Ventura and Oxnard to the south. The Plan echoes the General Plan's "historic commitment to Smart Growth", reflecting the City's emphasis on infill development, expanded transportation options, economic opportunity, convenience, and activity created through mixing land uses. Equally important, the Plan and Development Code are anchored in a design concept that promotes the creation of an urban center without sacrificing the areas natural beauty.

The Vision expressed in this Plan applies to the whole of the North Ventura Avenue Area. The City of Ventura currently does not have jurisdiction over the great majority of properties in the area. However, the main exception to this is the Water Reclamation Facility north of Canada Larga Road and west of Highway 33. This is a historic structure built in the mission style, with an Art Deco gate that stands as a form of public art. It is highly encouraged and necessary for the City to annex and incorporate the whole of the North Avenue in order for this plan to be effective.

Future development will bring significant transformation, as the community vision set forth in the City of Ventura's 2005 General Plan is realized during the coming years. The 2005 Ventura General Plan presents the ideals and actions that will guide transformation of the North Ventura Avenue community. The General Plan offers the following vision for the Upper North Avenue and North Avenue district's future:

Home to a mix of industrial uses, including an abandoned oil refinery and Brooks Institute. Tremendous opportunities exist for the remediation and reuse of the former USA Petroleum site, as well as for the expansion of the Brooks Institute as a campus village, surrounded by a green edge to define the upper limits of Ventura.

An Area with oilfield, industrial, and residential development, which has potential to fully develop into a more balanced mix of building types and uses with unique character, to serve as a major neighborhood anchor for northwest Ventura.



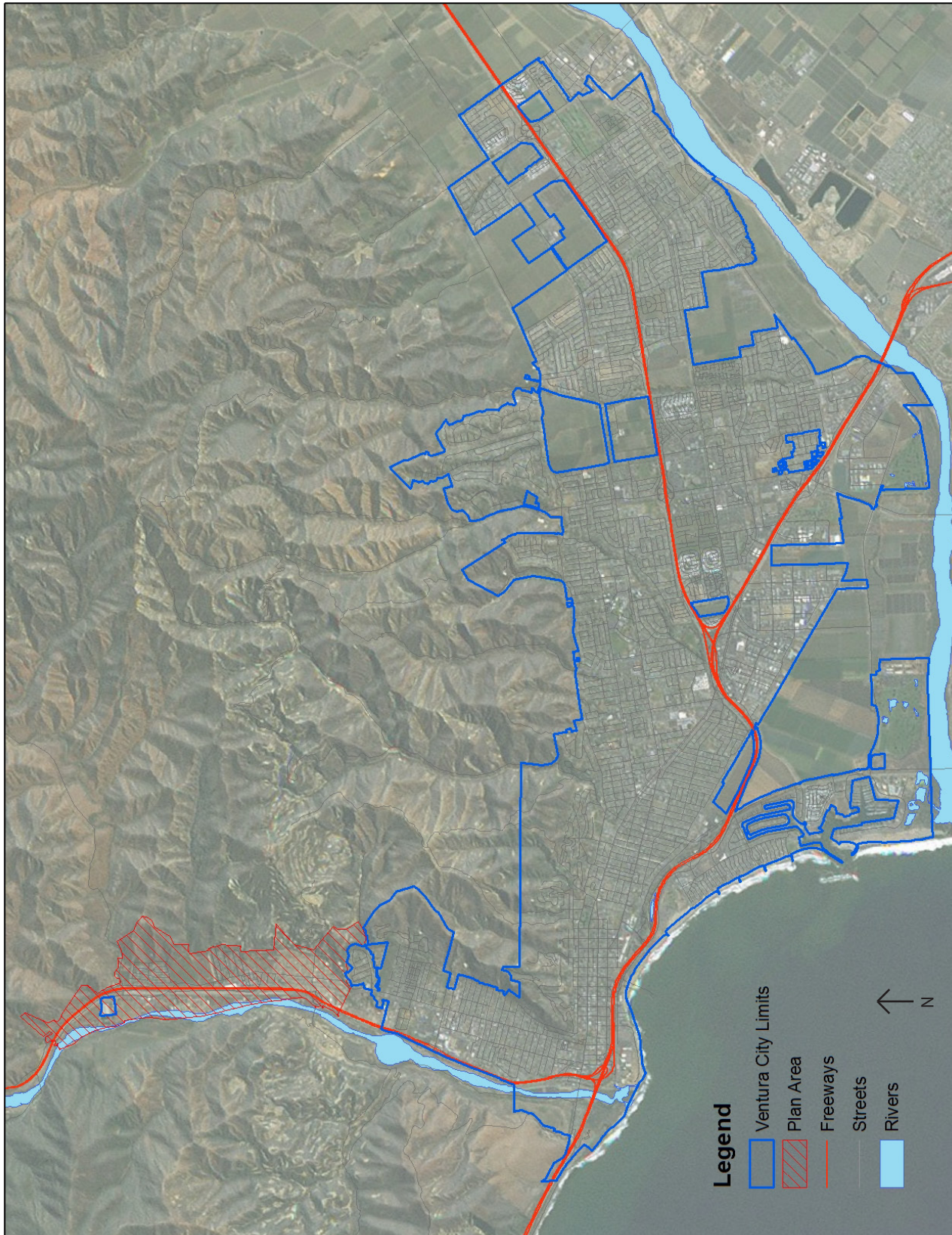
4.0 SETTING

The roughly 1,013-acre North Ventura Avenue planning area extends for approximately 2.95 miles approximately from the intersection of Dakota Street and N. Ventura Avenue on the south to just north of the Canada Larga and Highway 33 interchange. The community reaches out to the east and west up to approximately 4,600 feet wide at its widest point and approximately 1,700 feet wide at its narrowest point; it averages approximately 2,800 feet wide along the entire length of the community. While the community's northern and southern boundaries are not easily demarcated, the eastern and western boundaries are well defined by natural land features with the hillsides marking the eastern edge and the Ventura River marking the western edge.

The project area is relatively vacant or underdeveloped with only two major developed sites totaling approximately 131 acres. Existing development ranges in size and age, from a single family house constructed in the 1880s to the recently completed Industrial Center off of Shell Road, with most development having been constructed from the 1920's to the 1960's. Oil extraction and services are the dominant existing use in the community. There are no major commercial centers, restaurant's, or other service centers within the community, making it depend on the oil industry and helping turn it into a commuter community.

The City of Ventura has no jurisdiction over the majority of properties in the corridor with the exception of the Water Reclamation Facility, at the time of the Plan's creation, and are located in unincorporated Ventura County.

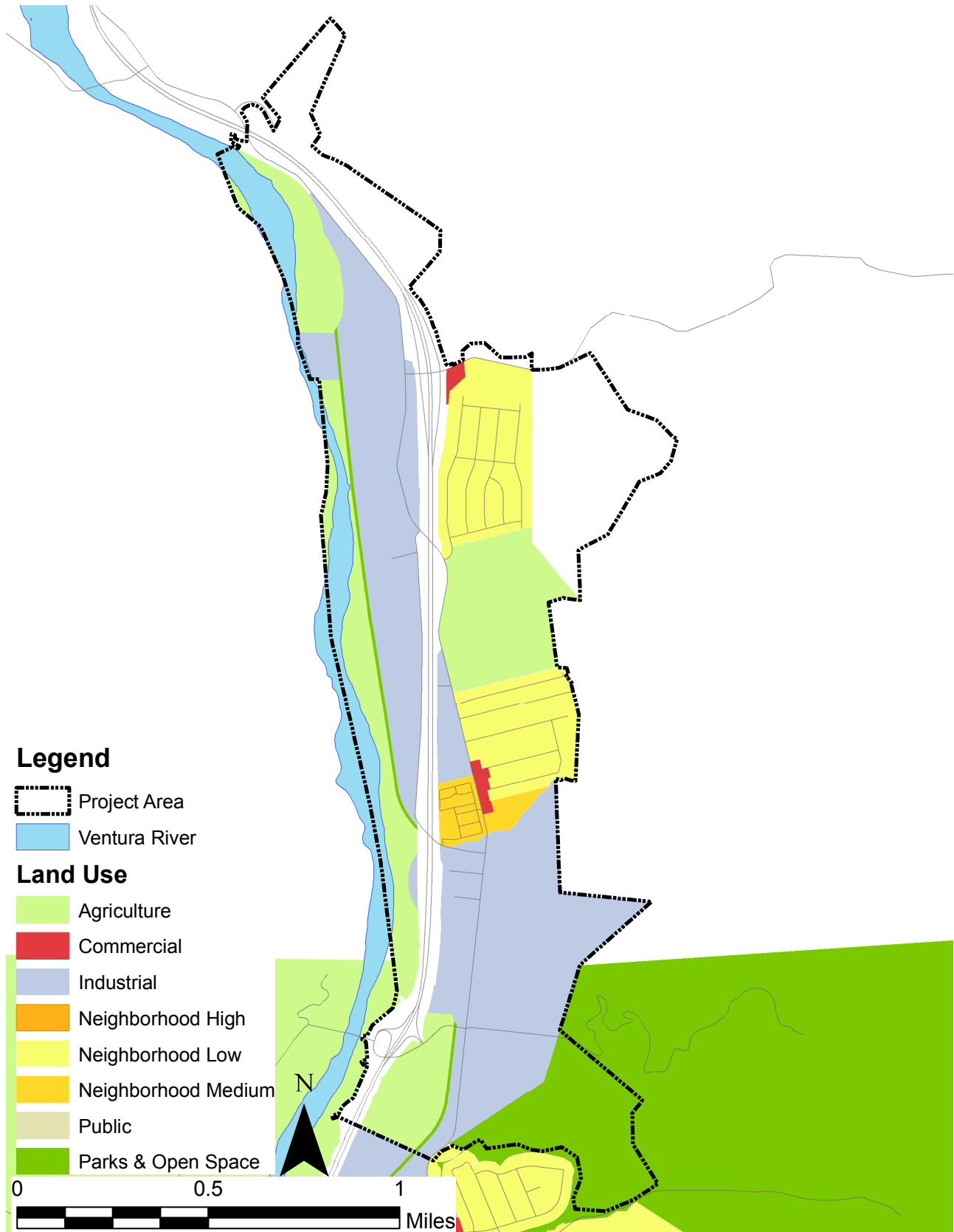
REGIONAL LOCATION MAP NORTH VENTURA AVENUE



NORTH VENTURA AVENUE PLANNING AREA



LAND USE DESIGNATION



5.0 ILLUSTRATIVE MASTER PLAN

The illustrative master plan for opportunity sites identified during the corridor planning process are included in this section. These plans illustrate possible future organization of streets, blocks, open spaces, and buildings to achieve the community's vision of the North Ventura Avenue, as is stated in the General Plan:

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

The master plan describes in text and graphics certain key aspects of the sites layout required by the Plan's goals, strategies and development code. The specific layout of street and building locations illustrated in the master plan is not a required outcome, but is presented to show how the plan's urban design concept can be expressed within the context of selected sites. When project applicants propose designs for these and other sites they will have the opportunity to implement the concept in a way that best implements a specific development program, context conditions, and functional needs in combination with the City's vision.

The opportunity sites were selected not for their association with a particular property owner or development proposal, but rather for the unique urban design context they afford in terms of overall size, adjacencies, and potential for short to mid-term redevelopment. The parcels shown in the following illustrations are privately owned. In some cases, the illustrative master plans incorporate multiple parcels that are owned by more than one landowner. While it is unlikely that redevelopment of all parcels within a given opportunity site will occur simultaneously, these master plans depict possible 'end-state' conditions as well as possible phasing schemes that put into place the building blocks of good urbanism as they relate to site layout. These building blocks are:

- A network of streets, blocks, and open spaces that ensure walkability, connectivity between neighborhood parcels, and connectivity throughout the community.
- A healthy mix of land uses to ensure comfortable and stable neighborhoods, workplaces, and activity nodes.
- Infill development that contributes to an attractive and walkable condition throughout the North Avenue Community.
- All buildings front directly onto public streets or public spaces to enhance the public realm, offer 'eyes on the street' to increase safety and add interest to the pedestrian experience.

The master plan included here demonstrates site-organizing principles that address

aspects of urbanism related to building siting, location of, and visibility of parking lots. and parking structures, as well as view corridors and the 'sequencing of events and spaces' that contributes to an interesting and unfolding experience; this will done by focusing on the two main development sites and then an overall picture of the plan. Other important building blocks of good urbanism cannot be effectively communicated in 'plan' view, but are no less fundamental. Many of these are directly related to the experience and articulation of vertical elements and include aspects related to building height and type, step backs and massing, treatment of landscape and open spaces, and architectural style and detail. These principles are covered in detail in the Regulating Plan.



A:Refinery Site

Site Description: Existing 55 acre abandoned agricultural and petrochemical crakinging unit and refinery west of Highway 33 and south of Ventura Avenue .

IllustratedDevelopmentScenario:Neighborhood Center with walkable network of streets and blocks incorporating a cluster of neighborhood serving uses including retail, service, and dining.

B:Infill Site

Site Definition: Existing 56 acre ocharad bound by the Norway Tract to the north, the Los Cabos Tract to the south, the hillsides to the east, and Ventura Avenue to the west.

Illustrated Development Scenario: Mixed use surrounding a great park laid out on a walkable network of streets, blocks, and public open spaces.

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6.0 NORTH VENTURA AVENUE MASTER PLAN SCENARIO KEY FEATURES

1. Canada Larga Park and Retention Basin. This park would be the gateway to the recommended Canada Larga Valley Nature Preserve and offer a semi natural buffer between the urban areas of the North Avenue and the rural/natural areas of the Preserve. The retention basin will also allow water to slowly seep into the ground and the creek so as to not have all of the storm water runoff run directly into Canada Larga Creek.
2. Canada Larga Linear Park and Bike Path. This is an extension of the Ventura River/Ojai Bike Trail that will connect to the bike trail in the recommended Canada Larga Nature Preserve.
3. Bus Rapid Transit Station and Iconic Pedestrian Bridge. The station will be the second of three stops in the entire site, each one separated by about a mile. This will allow residents to quickly and easily board a bus to Ventura, Ojai, and Oxnard without having to make all of the intermediate bus stops in between. Furthermore, it will allow for the busses to travel at a high rate of speed due to them having a designated lane free of vehicular traffic and signals.
4. Mixed Use Center with Parking Garage. This center will provide a range of uses that include pedestrian friendly business and offices, residential units, and local stores and markets. The Parking garage will provide parking to the center and offer additional parking for the community.
5. Brooks Institute Master Plan. The Brooks Campus is developing a master plan of its own and so was not included in this plan.
6. New Green Industry Park. This green industry park will be the first major step toward the North Avenue becoming a safe haven and destination for green industry to develop and manufacture its products. It will not only provide jobs but it will showcase how a once oil dominant region can transform into a location that focus' on renewable energy and sustainable practices.
7. New Iconic Pedestrian Bridge. This bridge will provide another link across Highway 33 so as to help further unify the community.
8. Refinery Park and Retention Pools. This park will serve many purposes for the community: a place for recreation, a buffer or safeguard against the river, educational and artistic center, and wetland habitat. The park will offer opportunities for different recreation needs like tennis, shuffle board, bike trails, and impromptu field sports. It will also serve as a buffer to the Refinery Village because it will help to absorb some of the flood waters that may threaten the community. There will also be many opportunities for public art and educational plaques to be placed throughout the park. The park also has many retention pools that will be designed to act like wetlands, slowly releasing stormwater into the ground while also providing habitat for species that live in the river.
9. Weldon Canyon Road. This road will provide a link to the sports and recreation fields at the entrance to Weldon Canyon, and will link up to Canet Road.
10. Historic San Buenaventura Mission Aqueduct Pocket Park. The Mission Aqueduct is the most historic structure in the North Avenue and will be protected from further damage from Canada Larga Creek. It will also be opened up to the public so as to help reconnect people with the local history.
11. New Mixed Use Center. This mixed use center will house an information center for the Canada Larga Nature Reserve and also offer equipment rentals for hikers, horseback riders, and other recreational purposes. There would also be a small hotel, a café, and residential spaces.

NORTH VENTURA AVENUE
MASTER PLAN



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REFINERY VILLAGE

Refinery Village Scenario Key Features

1. The site is broken up into a grid pattern
2. A Grand Paseo bisects the site connecting the intersection of Crooked Palm and Ventura Avenue to the Ventura River Trail where it crosses Manuel Creek.
3. A prominent plaza "holds the corner" of Crooked Palm and Ventura Avenue and acts as the beginning of the Grand Paseo.
4. A central neighborhood green and hardscape plaza add variety to the paseo.
5. Neighborhood serving retail and services helps make the community more self-sufficient.
6. A new town center would be created around the large open southern plaza.
7. A New community parking garage to accommodate the parking needs of the Bus Rapid Transit station and to accomplish the General Plans park once strategy. The garage will have store fronts on the ground floor in order to help foster a pedestrian friendly environment.
8. Each building will have a central square that sits atop of the parking for the buildings. These squares will be for gardens, turf, or open plaza space.





CENTAL PARK VILLAGE

Central Park Village Scenario Key Features

1. The site is broken up into a grid pattern
2. A grand central park dominates the site.
3. Linear parks help connect all of the parks
4. All buildings are mixed use or offer flexible residential opportunities.
5. A central linear bioswail helps clean and reduce storm water runoff from the developoment.
6. A new combined fire, police and environmental monitoring station would be constructed.
7. A new unicque community center would be constructed
8. A new school would be constructed to help allieviate overcrowding and to accomidate the new residents.

NORTH VENTURA AVENUE DEVELOPMENT CODE

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24N.100

REGULATING PLAN AND TRANSECT ZONES

24N.100.010 Purpose

This section establishes the zones applied to properties within the City and adopts the Regulating Plan for the North Ventura Avenue area as its zoning map.

24N.100.020 Regulating Plan and Transect Zones

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

A. TRANSECT ZONES ESTABLISHED

The area within the Regulating Plan boundaries is subject to this North Ventura Avenue Development Code, and shall be divided into Transect Zones that implement the Ventura General Plan. The Transect Zones described in Section 24N.100.030 (Transect Zone Descriptions) are hereby established, and shall be shown on the Regulating Plan for the North Ventura Avenue area.

B. INTERPRETATION OF ZONE BOUNDARIES

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

1. Where a zone boundary approximately follows a lot line, alley, or street line, the lot line, street or alley centerline shall be construed as the zone boundary, as applicable;
2. If a zone boundary divides a parcel and the boundary line location is not specified by distances printed on the Regulating

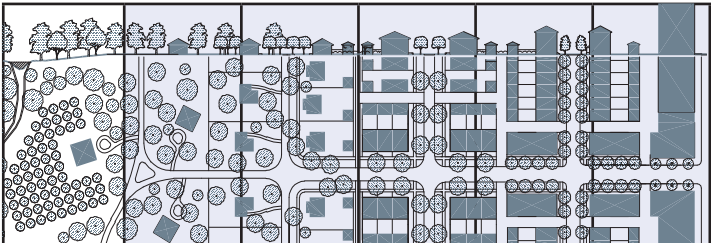
Plan, the location of the boundary will be determined by using the scale appearing on the Regulating Plan; and

3. Where a public street or alley is officially vacated or abandoned, the property that was formerly in the street or alley will be included within the zone of the adjoining property on either side of the vacated or abandoned street or alley.

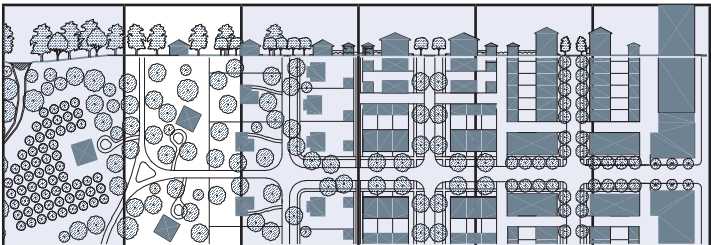
24N.100.030 Transect Zone Descriptions

TABLE A: Transect Zone Descriptions. This table provides a generalized Transect for Ventura. A detailed description of the Transect refinements used in this Development Code is in Section 24V.100.030 , Subsections A -D.

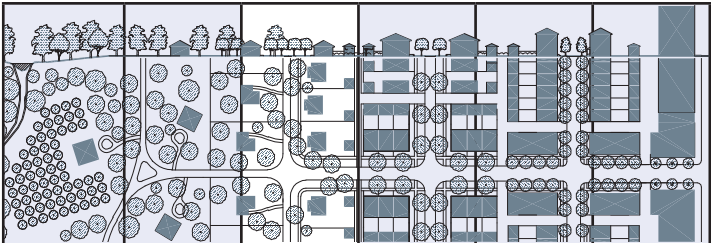
T1 THE NATURAL ZONE consists of the natural and permanent open space areas within Ventura that are intended for preservation. These include the sand beach along the ocean, the Ventura River corridor, the Santa Clara River corridor, the hillsides to the north, and the Ventura/Oxnard Greenbelt to the south, and certain barrancas within the City fabric. The T1 zone may also include lands unsuitable for settlement due to topography, hydrology or vegetation.



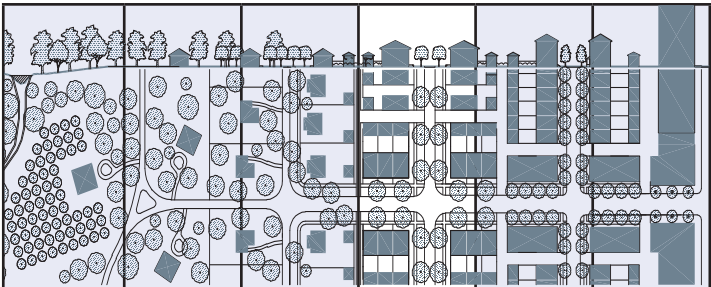
T2 THE RURAL ZONE consists of areas of Ventura that are reserved for agricultural use (SOAR), and have an open “country road” character and are sparsely settled. Significant T2 areas are present between the 101 Freeway and the Santa Clara River in the Olivas, Northbank, Montalvo and Serra Communities; in the “internal greenbelt” running north to Foothill Road through the Serra, and Poinsettia Communities; south of Foothill Road in the Juanamaria and Wells Communities, and in small patches of the North Avenue Community.



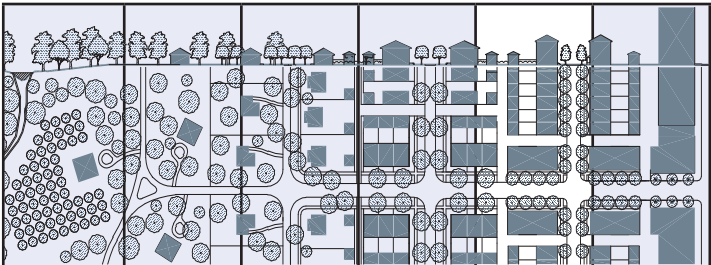
T3 THE SUB-URBAN ZONE, consists of low-density suburban residential areas within the College, Thille Montalvo, Poinsettia, Juanamaria, Serra, Saticoy and Wells Communities. Planting is naturalistic with relatively deep setbacks. Blocks may be large and the roads irregular to accommodate natural conditions.



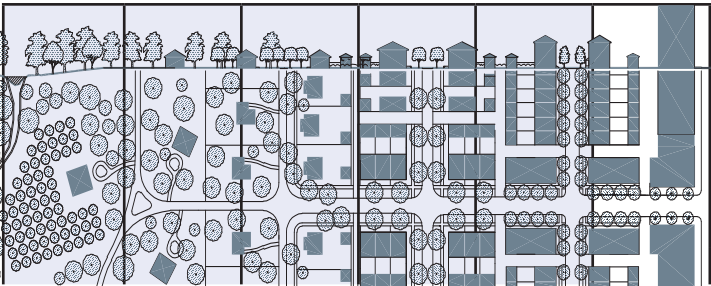
T4 THE GENERAL URBAN ZONE consists of a mixed-use but primarily residential urban fabric. It has wide range of building types. Setbacks and landscaping are variable. Streets typically define medium sized blocks.



T5 THE URBAN CENTER ZONE consists of higher density mixed-use building types that accommodate retail, office, rowhouses and apartment uses. It has a tight network of streets with wide sidewalks, steady tree planting, and buildings set close to the frontages.



T6 THE URBAN CORE ZONE consists of the heart of Downtown Ventura, which has the highest development intensities in the City and the greatest variety of uses, and important civic buildings. The Downtown is the City’s historic and cultural heart, and the Code is intended to encourage the area to also become richly mixed use, with specialty retail, offices, and residential in mixed use buildings, and a wide variety of quality restaurants. Buildings are generally simpler and boxier in their massing than in other parts of the City, predominantly mixed in use, between 2 and 6 stories in scale, attached to one another, and set close to street frontages. Streetscapes are intended to include wide sidewalks with steady street tree plantings set in the pavement.



Note: T6 is shown above for reference, and is not applied to the North Ventura Avenue Plan Area by this Development Code.



T1.1 Transect Zone Example

A. NATURAL ZONE (T1.1)

The Natural Zone (T1.1) is reserved for preserving open space, and existing and emerging natural features i.e. wetlands. This zone will comprise of land mainly surrounding the Ventura River, the hillsides to the east, and the land around Canada Larga Creek, Manuel Creek, and other barrancas in the area.



T2.1 Transect Zone Example

B. RURAL ZONE (T2.1)

The Rural Zone (T2.1) is reserved mainly for agricultural production, their support buildings, and community based agriculture. This zone will be reserved to lands at the northern portion of the Plan Area on existing agricultural.



T3.1 Transect Zone Example

C. SUB-URBAN ZONE 9 (T3.1)

The Sub-urban Zone (T3.1) consists of primarily single family homes with deep setbacks and large blocks. Most of the existing residential districts make up the bulk of the T3.1 zone. The streets would be lined with ornamental street trees and street lighting.

D. GENERAL URBAN ZONE 3 (T4.3)

The Urban General Zone 3 (T4.3) allows for residential and limited commercial uses within a walkable neighborhood. This zone functions as a transitional buffer from the lower intensities to the higher intensities. The maximum height is two floors so that it is compatible with the adjacent single family uses.



T4.3 Transect Zone Example

E. GENERAL URBAN ZONE 5 (T4.5)

This Urban General Zone (T4.5) allows for a both residential and commercial uses within a walkable pedestrian oriented neighborhood. The ground floors are encouraged to have pedestrian oriented businesses with housing on top, forming the transition from predominantly residential areas to more commercial oriented centers. A maximum height in this zone is three stories.



T4.5 Transect Zone Example

F. GENERAL URBAN ZONE 7 (T4.7)

This Zone (T4.7) allows for both residential and commercial uses within a walkable pedestrian oriented district. The ground floors are required to have pedestrian oriented business with residential, office, or lodging on the upper floors. The public realm will include public open spaces, public art, and ornamental trees. The maximum height for this zone is four stories.



T4.7 Transect Zone Example



T5.1 Transect Zone Example

G. URBAN CENTER ZONE (T5.1)

This is the most urban Transect Zone within the North Avenue, featuring multistory buildings up to five floors. This zone calls for a unified, high intensity, highly walkable mixed use district with ground floor restaurants and shops. The public realm will include features such as a public plaza, ornamental street trees, lights, and public art. Throughout the zone it is required that active pedestrian oriented shops are located on the ground floor with office, housing, civic, and lodging permitted on the upper floors.



SD1 Transect Zone Example

H. SPECIAL DISTRICT ZONE 1 (SD1)

The Special District 1 (SD1) Zone will focus on the continued support, production, and extraction of the industry based on the Ventura Oil Field, with an encouraged opportunity to expand into the high technology and green technology industry.



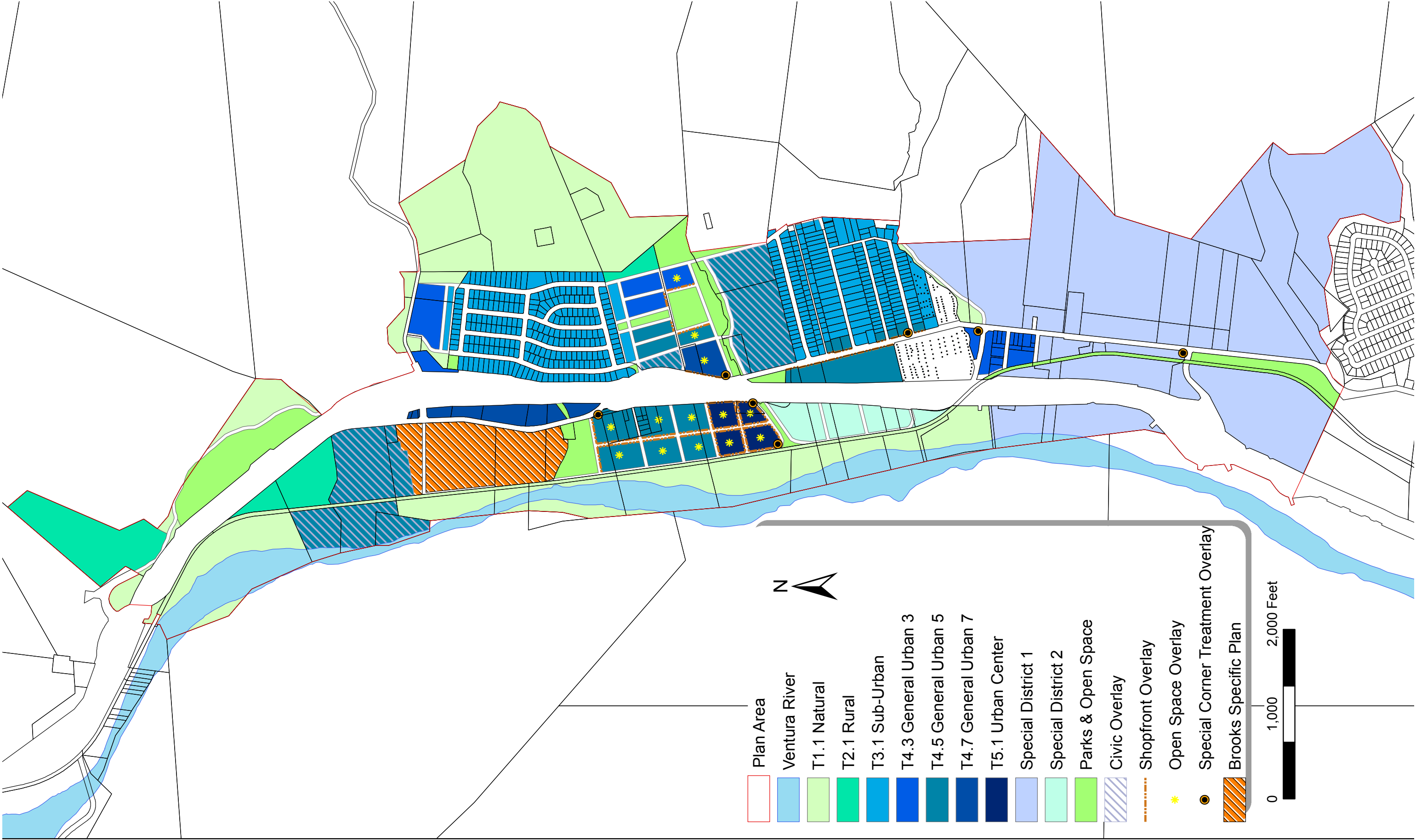
SD2 Transect Zone Example

I. SPECIAL DISTRICT ZONE 2 (SD2)

The Special District 2 (SD2) zone is focused on high technology, and green technology and manufacturing.

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FIGURE 1: REGULATING PLAN

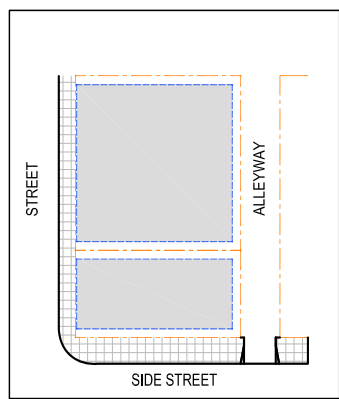


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24N.200

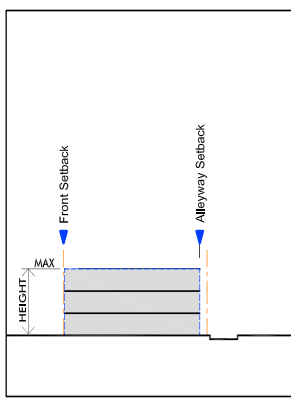
ZONES AND
DEVELOPMENT STANDARDS

24N.200.011 THE NATURAL ZONE (T1.1)



Property Line
Max Building Envelope

Diagram A: Building Placement



Property Line
Max Building Envelope

Diagram B: Building Profile

A. BUILDING PLACEMENT

1. PRIMARY BUILDINGS

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

	Minimum	Max.
a. Front setback	Per allowed frontage type	20'
b. Side Street Setback	Per allowed frontage type	
c. Side Yard Setback	5'	
d. Rear Setback (no alley)	1- or 2-story buildings: 20'	

2. ACCESSORY BUILDINGS

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

	Minimum
a. Street Setback	Within 50% of the rear lot depth
b. Side Street Setback	5'
c. Side Yard Setback	5'
d. Rear Setback	1-2 story buildings: 5'

3. ARCHITECTURAL ENCROACHMENTS

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

B. BUILDING PROFILE AND FRONTAGE

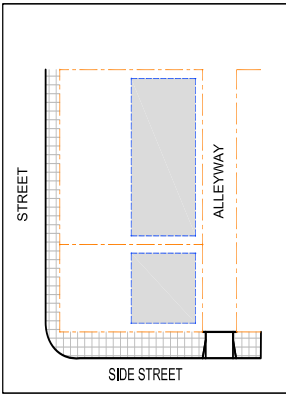
1. HEIGHT

- Each structure shall comply with the following height limits: [E]
- a. Primary building Max.: 2 floors and 30 feet
Min.: floor to floor: 12 feet
 - b. Accessory buildings Max.: 24 feet to eave

2. ALLOWED FRONTAGE TYPES

Only the following frontage types are allowed within the T4.5 zone. The street facing façade of each primary building shall be designed as one of the following frontage types, in compliance with Section 24V.204 (Frontage Type Standards). [W] ¹

Frontage Type	Minimum Setback
Common Yard	15'
Porch & Fence	15'
Stoop	10'



- - - - - Property Line
 - - - - - Max Parking Envelope
Diagram C: Parking Placement

C. PARKING AND SERVICES

1. PARKING AND SERVICES PLACEMENT

Compliance with the following requirements, within the maximum parking envelope shown on the diagram.

- a. Street Setback Within the rear 50% of lot depth
- b. Side Street Setback 5' min.(with alley), 20' min. (no alley)
- c. Side Yard Setback 5' min.

2. PARKING REQUIREMENTS

Each site shall be provided off-street parking as follows, designed in compliance with the requirements in Zoning Ordinance Chapter 24.415 and Chapter 24N.209 of this Development Code.

- a. Residential
 - i. 1 Dwelling unit 2-car garage per unit
- b. Non-Residential: See Municipal Code Sec 24.415.040 #10 Building Types

D. BUILDING TYPES

Only the building types shown in the table below are allowed in the T1.1 Natural zone, on lots of the minimum widths shown. Each allowed building type shall be designed in compliance with Section 24N.206 (Building Type Standards).

Building Type	Allowed Lot Widths						
	50'	75'	100'	150'	200'	250'	300'
Carriage House							
Front Yard House							
Side Yard House							

E. ALLOWED LAND USES

Only a land use identified as permitted or conditional by Section 24N.203.030 (Land Use Table) shall be established on a lot in the T1.1 - Natural Zone, in compliance with the planning permit requirements of Section 24N.203.030.

F. OTHER STANDARDS SPECIFIC TO NORTH VENTURA AVENUE DEVELOPMENT CODE

Due to North Ventura Avenue's unique characteristic and location, additional regulations beyond the T1.1 base Urban Standards have been created to ensure that the goals of creating a walkable neighborhood setting are met.

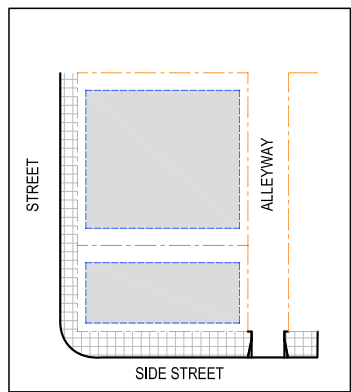
3. BLOCKS & STREETS

- a. Block Perimeter: NA
- b. New Street Types
 - i. Collector A
 - ii. Collector B
 - iii. Collector C
 - iv. Neighborhood
 - v. Alley

6. SIGNAGE

See Section 24N.211 for permitted sign types.

24N.200.021 THE RURAL ZONE (T2.1)



Property Line
Max Building Envelope
Diagram A: Building Placement

A. BUILDING PLACEMENT

1. PRIMARY BUILDINGS

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

	Minimum	Max.
a. Front setback	Per allowed frontage type	20'
b. Side Street Setback	Per allowed frontage type	
c. Side Yard Setback	5'	
d. Rear Setback	20'	
i. 1-2 story building	20'	
ii. 3 story building	30'	

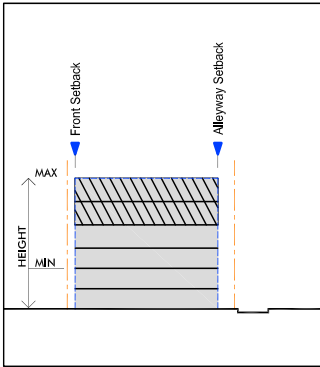
2. ACCESSORY BUILDINGS

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

	Minimum
a. Street Setback	Within 50% of the rear lot depth
b. Side Street Setback	5'
c. Side Yard Setback	5'
d. Rear Setback	1-2 story buildings: 5' 3 story buildings: See Primary building standards

3. ARCHITECTURAL ENCROACHMENTS

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



Property Line
Max Building Envelope
Bulk Reduction
Diagram B: Building Profile

B. BUILDING PROFILE AND FRONTAGE

1. HEIGHT

Each structure shall comply with the following height limits:

Primary building	Max.: 2.5 floors and 30 feet Min. floor to floor: 12 ft
------------------	--

Accessory buildings	Max.: 24 feet
---------------------	---------------

2. ALLOWED FRONTAGE TYPES

Only the following frontage types below are allowed within the T4.8 zone. The street facing façade of each primary building shall be designed as one of the following frontage types, in compliance with Section 24V.204 (Frontage Type Standards). For parcels within the Victoria Parkway Overlay, minimum setbacks shall be calculated from the back of shy distance line.

Frontage Type	Minimum Setback
Common Yard	15'
Dooryard	10'
Porch & Fence	15'
Grand Portico Entry	10'

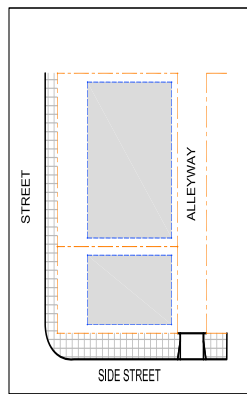


Diagram C: Parking Placement

C. PARKING AND SERVICES

1. PARKING AND SERVICES PLACEMENT

Compliance with the following requirements, within the maximum parking envelope shown on the diagram above.

- a. Street Setback Rear 50% of the lot depth
- b. Side Street Setback 5' min. (with alley), 20' min. (no alley)
- c. Side Yard Setback 5' min.
- e. Rear Yard Setback 5' min.

2. PARKING REQUIREMENTS

Each site shall be provided off-street parking as follows, designed in compliance with the requirements in Zoning Ordinance Chapter 24.415 and Chapter 24V.209 of this Development Code. [E]

- a. Residential (1-2 Dwelling units) 2-car garage unit per unit

D. BUILDING TYPES

Only the building types shown in the table below are allowed in the T2.1 Rural zone, on lots of the minimum widths shown. Each allowed building type shall be designed in compliance with Section 24N.206 (Building Type Standards).

Building Type	Allowed Lot Widths						
	50'	75'	100'	150'	200'	250'	300'
Carriage House							
Front Yard House							
Side Yard House							
Villa							

E. ALLOWED LAND USES

Only a land use identified as permitted or conditional by Section 24N.203.030 (Land Use Table) shall be established on a lot in the T2.1 - Rural zone, in compliance with the planning permit requirements of Section 24N.203.030.

F. OTHER STANDARDS SPECIFIC TO NORTH VENTURA AVENUE DEVELOPMENT CODE

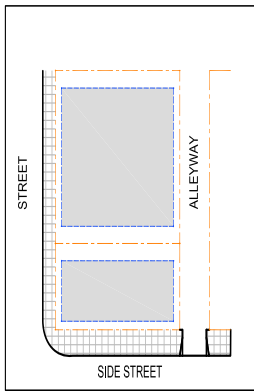
Due to North Ventura Avenue's unique characteristic and location, additional regulations beyond the T2.1 base Urban Standards have been created to ensure that the goals of creating a walkable neighborhood setting are met.

3. BLOCKS & STREETS

- a. Block Perimeter: 3400 feet maximum
- b. New Street Types
 - i. Collector A
 - ii. Collector B
 - iii. Collector C
 - iv. Neighborhood

5. SIGNAGE

See Section 24N.211 for permitted sign types.



Property Line
Max Building Envelope

Diagram A: Building Placement

A. BUILDING PLACEMENT

1. PRIMARY BUILDINGS

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

	Minimum	Maximum
a. Front setback	Per allowed frontage type	20'
b. Side Street Setback	Per allowed frontage type	
c. Side Yard Setback	5'	
d. Rear Setback (no alley)	20'	
i. With ≥ 20' alley	1-2-story buildings: 5'	
ii. With <20' alley	1-2-story buildings: 5'	

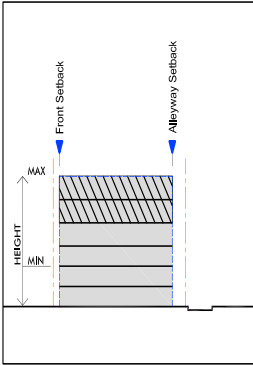
2. ACCESSORY BUILDINGS

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

	Minimum
a. Street Setback	Within 50% of the rear lot depth
b. Side Street Setback	5'
c. Side Yard Setback	5'
d. Rear Setback	1-2 story buildings: 5'

3. ARCHITECTURAL ENCROACHMENTS

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



Property Line
Max Building Envelope
Bulk Reduction

Diagram B: Building Profile

B. BUILDING PROFILE AND FRONTAGE

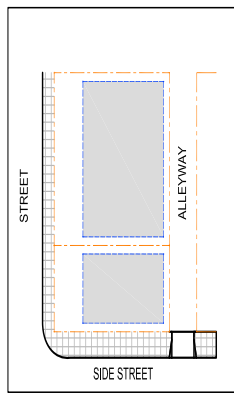
1. HEIGHT

- Each structure shall comply with the following height limits: [E]
- a. Primary building Max.: 2.5 floors and 30 feet
 Min. floor to floor: 12 ft
 - b. Accessory buildings Max.: 24 feet

2. ALLOWED FRONTAGE TYPES

- a. Only the following frontage types are allowed within the T3.1 zone. The street facing façade of each primary building shall be designed as one of the following frontage types, in compliance with Section 24N.204 (Frontage Type Standards).

Frontage Type	Minimum Setback
Common Yard	15'
Door Yard	10'
Porch & Fence	15'
Stoop	10'



- - - - - Property Line
 - - - - - Max Parking Envelope

Diagram C: Parking Placement

C. PARKING AND SERVICES

1. PARKING AND SERVICES PLACEMENT

Compliance with the following requirements, within the maximum parking envelope shown on the diagram above, unless subterranean.

- a. Street Setback Rear 50% of the lot depth
- b. Side Street Setback 5' min.
- c. Side Yard Setback 5' min.

2. PARKING REQUIREMENTS

Each site shall be provided off-street parking as follows, designed in compliance with the requirements in Zoning Ordinance Chapter 24.415 and Chapter 24V.209 of this Development Code. [E]

- a. Recreation, Public Safety 1 parking space per 500 s.f. of gross floor area
- b. Residential
 - i. 1-3 Dwelling units 2-car garage per unit

D. BUILDING TYPES

Only the building types shown in the table below are allowed in the T4.9 General Urban zone, on lots of the minimum widths shown. Each allowed building type shall be designed in compliance with Section 24V.206 (Building Type Standards).

Building Type	Allowed Lot Widths								
	25'	35'	50'	75'	100'	125'	150'	200'	300'
Front Yard House									
Side Yard House									
Carriage House and Second Unit									
Duplex, Triplex									

E. ALLOWED LAND USES

Only a land use identified as permitted or conditional by Section 24N.203.030 (Land Use Table) shall be established on a lot in the T3.1 - Sub-Urban zone, in compliance with the planning permit requirements of Section 24N.203.030.

F. OTHER STANDARDS SPECIFIC TO NORTH VENTURA AVENUE DEVELOPMENT CODE

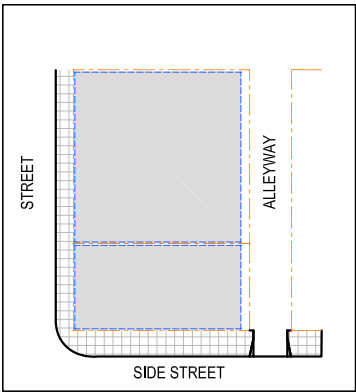
Due to North Ventura Avenue's unique characteristics and location, additional regulations beyond the T3.1 base Urban Standards have been created to ensure that the goals of creating a walkable neighborhood setting are met.

3. BLOCKS & STREETS

- a. Block Perimeter: 3200 feet maximum
- b. New Street Types
 - i. Collector A
 - ii. Collector B
 - iii. Collector C
 - iv. Neighborhood
 - v. Alley

3. SIGNAGE

See Section 24N.211 for permitted sign types.



Property Line
Max Building Envelope

Diagram A: Building Placement

A. BUILDING PLACEMENT

1. PRIMARY BUILDINGS

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

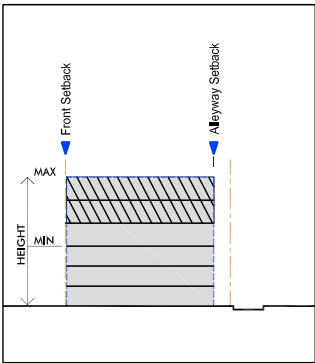
	Minimum	Maximum
a. Front setback	Per allowed frontage type	10'
b. Side Street Setback	Per allowed frontage type	10'
c. Side Yard Setback	Per allowed frontage type	
d. Rear Setback (no alley)	1-or-2 story building: 5'	20'
	3 story building: 10'	20'
i. With ≥ 20' alley	1-2-story buildings: 5'	
	3-6 story buildings: 10'	
ii. With <20' alley	1-2-story buildings: 5'	
	3-6 story buildings: 10'	

2. ACCESSORY BUILDINGS

An accessory building shall not be allowed within the T 4.3 General Urban Zone.

3. ARCHITECTURAL ENCROACHMENTS

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



Property Line
Max Building Envelope
Bulk Reduction

Diagram B: Building Profile

B. BUILDING PROFILE AND FRONTAGE

1. HEIGHT

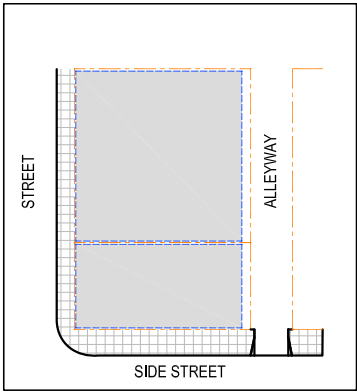
Each structure shall comply with the following height limits:

a. Primary building Max.: 2 floors and 30 feet
 Min. floor to floor: 15 ft (primary floor); 12 ft any additional floors

2. ALLOWED FRONTAGE TYPES

Only the following frontage types are allowed within the T4.3 zone. The street facing façade of each primary building shall be designed as one of the following frontage types, in compliance with Section 24N.204 (Frontage Type Standards).

Frontage Type	Minimum Setback
Stoop	5'
Forecourt	0'
Lightcourt	10'



Property Line
Max Building Envelope
Diagram A: Building Placement

A. BUILDING PLACEMENT

1. PRIMARY BUILDINGS

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

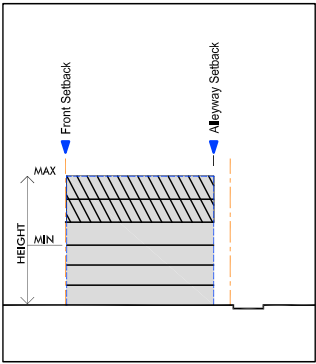
	Minimum	Maximum
a. Front setback	Per allowed frontage type	10'
b. Side Street Setback	Per allowed frontage type	5'
c. Side Yard Setback	Per allowed frontage type	
d. Rear Setback (no alley)	1-or-2 story building: 5'	20'
	3 story building: 5'	20'
i. With ≥ 20' alley	1-2-story buildings: 5'	
	3-6 story buildings: 5'	
ii. With <20' alley	1-2-story buildings: 5'	
	3-6 story buildings: 5	

2. ACCESSORY BUILDINGS

An accessory building shall not be allowed within the T 4.5 General Urban Zone.

3. ARCHITECTURAL ENCROACHMENTS

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



Property Line
Max Building Envelope
Bulk Reduction
Diagram B: Building Profile

B. BUILDING PROFILE AND FRONTAGE

1. HEIGHT

Each structure shall comply with the following height limits:

a. Primary building	Min.: 2 floors and 27 Max.: 3 floors and 40 feet Min. floor to floor: 15 ft (primary floor); 12 ft any additional floors
b. Bulk Reduction	50% reduction for the 3rd floor
c. Height limit adjacent to homes	Required

2. ALLOWED FRONTAGE TYPES

Only the following frontage types are allowed within the T4.3 zone. The street facing façade of each primary building shall be designed as one of the following frontage types, in compliance with Section 24N.204 (Frontage Type Standards).

Frontage Type	Minimum Setback
Forecourt	0'
Lightcourt	10'
Shopfront and Awning	5'
Grand Portico	20'

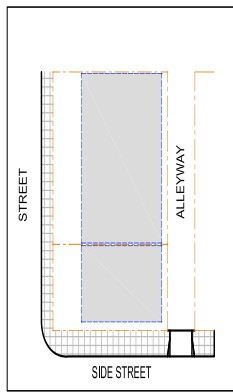


Diagram C: Parking Placement

C. PARKING AND SERVICES

1. PARKING AND SERVICES PLACEMENT

Compliance with the following requirements, within the maximum parking envelope shown on the diagram above, unless subterranean.

- a. Street Setback Rear 50% of the lot depth
- b. Side Street Setback 0' min. (with alley); 5' max.
- c. Side Yard Setback 5' min.

2. PARKING REQUIREMENTS

Each site shall be provided off-street parking as follows, designed in compliance with the requirements in Zoning Ordinance Chapter 24.415 and Chapter 24N.209 of this Development Code.

- a. Industry, Manufacturing, & Processing 1 space per 750 s.f. of gross floor area
- b. Recreation, Education, Public Safety; Retail; Services 1 parking space per 450 s.f. of gross floor area
- c. Lodging 1 space per guestroom
- d. Residential
 - i. 1-2 Dwelling units 1 or 2-car garage per unit
 - ii. 3 Dwelling units (apartments) 1 covered for 1-bedroom units
1 covered +1 uncovered for 2+ bedroom units
¼ uncovered per unit for guest parking
 - iii. Condominiums 2½ spaces per unit (1 of which shall be in a garage)

D. BUILDING TYPES

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

Building Type	Allowed Lot Widths									
	25'	35'	50'	75'	100'	125'	150'	200'	300'	
Row House										
Live/Work										
Side Court Housing										
Courtyard Housing										
Stacked Dwelling										
Commercial Block										

E. ALLOWED LAND USES

Only a land use identified as permitted or conditional by Section 24N.203.030 (Land Use Table) shall be established on a lot in the T4.5 - General Urban zone, in compliance with the planning permit requirements of Section 24N.203.030.

a.

F. OTHER STANDARDS SPECIFIC TO NORTH VENTURA AVENUE DEVELOPMENT CODE

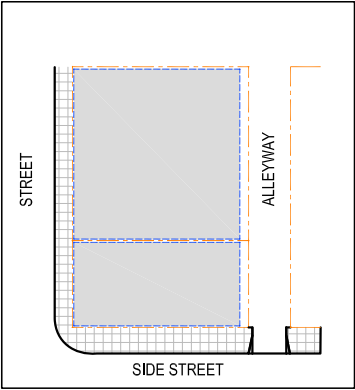
Due to North Ventura Avenue's unique characteristics and location, additional regulations beyond the T4.5 base Urban Standards have been created to ensure that the goals of creating a walkable neighborhood setting are met.

3. BLOCKS & STREETS

- b. New Street Types
 - i. Ventura Avenue
 - i. Collector A
 - ii. Collector B
 - iii. Collector C
 - iv. Neighborhood
 - v. One-way
 - vi. Alley

7. SIGNAGE

See Section 24N.211 for permitted sign types.



Property Line
Max Building Envelope
Diagram A: Building Placement

A. BUILDING PLACEMENT

1. PRIMARY BUILDINGS

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

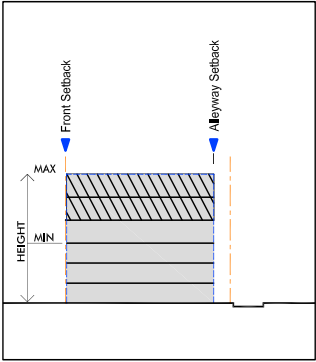
	Minimum	Maximum
a. Front setback	Per allowed frontage type	10'
b. Side Street Setback	Per allowed frontage type	5'
c. Side Yard Setback	Per allowed frontage type	
d. Rear Setback (no alley)	1-or-2 story building: 5'	20'
	3-4 story building: 10'	20'
i. With ≥ 20' alley	1-2-story buildings: 5'	
	3-4 story buildings: 10'	
ii. With <20' alley	1-2-story buildings: 5'	
	3-4 story buildings: 15'	

2. ACCESSORY BUILDINGS

An accessory building shall not be allowed within the T 4.7 General Urban Zone.

3. ARCHITECTURAL ENCROACHMENTS

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



Property Line
Max Building Envelope
Bulk Reduction
Diagram B: Building Profile

B. BUILDING PROFILE AND FRONTAGE

1. HEIGHT

Each structure shall comply with the following height limits:

a. Primary building	Min.: 2 floors and 27 ft Max.: 4 floors and 55 ft Min. floor to floor: 15 ft (primary floor); 12 ft any additional floors
b. Bulk Reduction	50% reduction of the 3rd floor; 60% reduction of the 4th floor

2. ALLOWED FRONTAGE TYPES

Only the following frontage types are allowed within the T4.7 zone. The street facing façade of each primary building shall be designed as one of the following frontage types, in compliance with Section 24N.204 (Frontage Type Standards).

Frontage Type	Minimum Setback
Forecourt	0'
Lightcourt	10'
Shopfront and Awning	5'
Grand Portico	20'
Grand Lobby Entry	5'

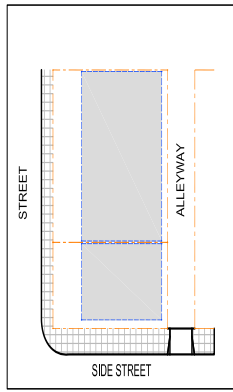


Diagram C: Parking Placement

C. PARKING AND SERVICES

1. PARKING AND SERVICES PLACEMENT

Compliance with the following requirements, within the maximum parking envelope shown on the diagram above, unless subterranean.

- Street Setback: Rear 50% of the lot depth
- Side Street Setback: 0' min. (with alley); 5' max.
- Side Yard Setback: 5' min.

2. PARKING REQUIREMENTS

Each site shall be provided off-street parking as follows, designed in compliance with the requirements in Zoning Ordinance Chapter 24.415 and Chapter 24N.209 of this Development Code.

- Industry, Manufacturing, & Processing: 1 space per 750 s.f. of gross floor area
- Recreation, Education, Public Safety; Retail; Services: 1 parking space per 450 s.f. of gross floor area
- Lodging: 1 space per guestroom
- Residential:
 - 1-2 Dwelling units: 1 or 2-car garage per unit
 - 3 Dwelling units (apartments): 1 covered for 1-bedroom units, 1 covered + 1 uncovered for 2+ bedroom units, ¼ uncovered per unit for guest parking
 - Condominiums: 2½ spaces per unit (1 of which shall be in a garage)

D. BUILDING TYPES

Only the building types shown in the table below are allowed in the T4.7 General Urban zone, on lots of the minimum widths shown. Each allowed building type shall be designed in compliance with Section 24N.206 (Building Type Standards).

Building Type	Allowed Lot Widths									
	25'	35'	50'	75'	100'	125'	150'	200'	300'	
Live/Work										
Side Court Housing										
Courtyard Housing										
Stacked Dwelling										
Commercial Block										

E. ALLOWED LAND USES

Only a land use identified as permitted or conditional by Section 24N.203.030 (Land Use Table) shall be established on a lot in the T4.7 - General Urban zone, in compliance with the planning permit requirements of Section 24N.203.030.

a.

F. OTHER STANDARDS SPECIFIC TO NORTH VENTURA AVENUE DEVELOPMENT CODE

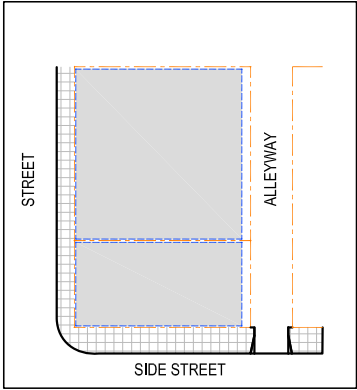
Due to North Ventura Avenue's unique characteristics and location, additional regulations beyond the T4.7 base Urban Standards have been created to ensure that the goals of creating a walkable neighborhood setting are met.

3. BLOCKS & STREETS

- New Street Types
 - Ventura Avenue
 - Collector A
 - Collector B
 - Collector C
 - Neighborhood
 - One-way
 - Alley

7. SIGNAGE

See Section 24N.211 for permitted sign types.



Property Line
Max Building Envelope

Diagram A: Building Placement

A. BUILDING PLACEMENT

1. PRIMARY BUILDINGS

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

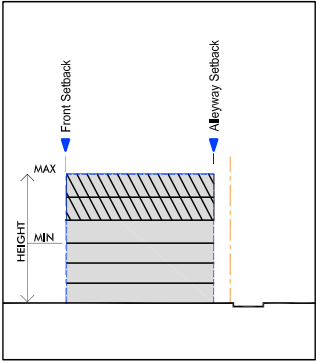
	Minimum	Maximum
a. Front setback	Per allowed frontage type	10'
b. Side Street Setback	Per allowed frontage type	10'
c. Side Yard Setback	Per allowed frontage type	
d. Rear Setback (no alley)	1-or-2 story building: 20'	20'
	3-5 story building: 20'	20'
i. With ≥ 20' alley	1-2-story buildings: 5'	
	3-5 story buildings: 10'	
ii. With <20' alley	1-2-story buildings: 5'	
	3-5 story buildings: 10'	

2. ACCESSORY BUILDINGS

An accessory building shall not be allowed within the T 5.1 Urban Center Zone.

3. ARCHITECTURAL ENCROACHMENTS

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



Property Line
Max Building Envelope
Bulk Reduction

Diagram B: Building Profile

B. BUILDING PROFILE AND FRONTAGE

1. HEIGHT

Each structure shall comply with the following height limits:

a. Primary building	Min.: 2 floors and 27 ft Max.: 5 floors and 65 ft Min. floor to floor: 15 ft (primary floor); 12 ft any additional floors
b. Bulk Reduction	50% reduction for the 3rd floor; 60% reduction for the 4th floor; 75% reduction for the 5th floor

2. ALLOWED FRONTAGE TYPES

Only the following frontage types are allowed within the T4.3 zone. The street facing façade of each primary building shall be designed as one of the following frontage types, in compliance with Section 24N.204 (Frontage Type Standards).

Frontage Type	Minimum Setback
Forecourt	0'
Lightcourt	10'
Shopfront and Awning	5'
Grand Portico	20'
Grand Lobby Entrance	5'

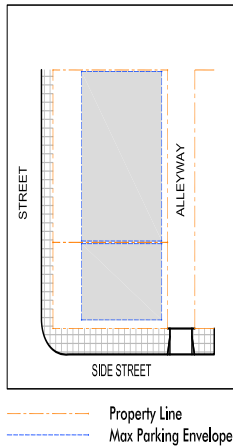


Diagram C: Parking Placement

C. PARKING AND SERVICES

1. PARKING AND SERVICES PLACEMENT

Compliance with the following requirements, within the maximum parking envelope shown on the diagram above, unless subterranean.

- a. Street Setback Rear 50% of the lot depth
- b. Side Street Setback 5' min. (with alley); 10' max.
- c. Side Yard Setback 5' min.

2. PARKING REQUIREMENTS

Each site shall be provided off-street parking as follows, designed in compliance with the requirements in Zoning Ordinance Chapter 24.415 and Chapter 24N.209 of this Development Code.

- a. Industry, Manufacturing, & Processing 1 space per 1000 s.f. of gross floor area
- b. Recreation, Education, Public Safety; Retail; Services 1 parking space per 600 s.f. of gross floor area
- c. Lodging 1 space per guestroom
- d. Residential
 - i. 1-2 Dwelling units 1-car garage per unit
 - ii. 3 Dwelling units (apartments) 1 covered per unit
¼ uncovered per unit for guest parking
 - iii. Condominiums 1 1/2 spaces per unit (1 of which shall be in a garage)

D. BUILDING TYPES

Only the building types shown in the table below are allowed in the T5.7 Urban Center zone, on lots of the minimum widths shown. Each allowed building type shall be designed in compliance with Section 24N.206 (Building Type Standards).

Building Type	Allowed Lot Widths									
	25'	35'	50'	75'	100'	125'	150'	200'	300'	
Live/Work										
Side Court Housing										
Courtyard Housing										
Stacked Dwelling										
Commercial Block										

E. ALLOWED LAND USES

Only a land use identified as permitted or conditional by Section 24N.203.030 (Land Use Table) shall be established on a lot in the T4.3 - General Urban zone, in compliance with the planning permit requirements of Section 24N.203.030.

F. OTHER STANDARDS SPECIFIC TO NORTH VENTURA AVENUE DEVELOPMENT CODE

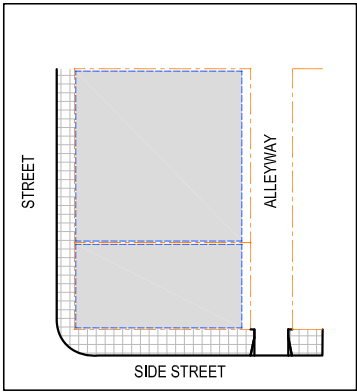
Due to North Ventura Avenue's unique characteristics and location, additional regulations beyond the T5.1 base Urban Standards have been created to ensure that the goals of creating a walkable neighborhood setting are met.

3. BLOCKS & STREETS

- a. New Street Types
 - i. Ventura Avenue
 - ii. Collector A
 - iii. Collector B
 - iv. Collector C
 - v. Neighborhood
 - vi. One Way
 - vii. Alley

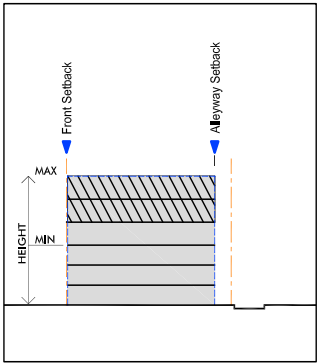
7. SIGNAGE

See Section 24N.211 for permitted sign types.



Property Line
Max Building Envelope

Diagram A: Building Placement



Property Line
Max Building Envelope
Bulk Reduction

Diagram B: Building Profile

A. BUILDING PLACEMENT

1. PRIMARY BUILDINGS

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

	Minimum	Maximum
a. Front setback	Per allowed frontage type	20'
b. Side Street Setback	Per allowed frontage type	
c. Side Yard Setback	5'	
d. Rear Setback (no alley)	1-or-2 story building: 5'	20'
	3 story building: 10'	20'
i. With ≥ 20' alley	1-2-story buildings: 5'	
	3-6 story buildings: 10'	
ii. With <20' alley	1-2-story buildings: 5'	
	3-6 story buildings: 10'	

2. ACCESSORY BUILDINGS

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

	Minimum
a. Street Setback	Within 50% of the rear lot depth
b. Side Yard Setback	5'
c. Side Yard Setback	5'
d. Rear Setback	1-or-2 story building: 20'
i. 20' alley	1-2 story building: 5'
ii. <20' alley	1-2 story building: 5'

3. ARCHITECTURAL ENCROACHMENTS

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

B. BUILDING PROFILE AND FRONTAGE

1. HEIGHT

Each structure shall comply with the following height limits:

a. Primary building	Max.: 2 floors and 30 feet
	Min. floor to floor: 15 ft (primary floor); 12 ft any additional floors

2. ALLOWED FRONTAGE TYPES

Only the following frontage types are allowed within the T4.3 zone. The street facing façade of each primary building shall be designed as one of the following frontage types, in compliance with Section 24N.204 (Frontage Type Standards).

Frontage Type	Minimum Setback
Common Yard	15'
DOOR YARD	10'
Forecourt	0'
Grand Portico	20'
Grand Lobby Entrance	5'

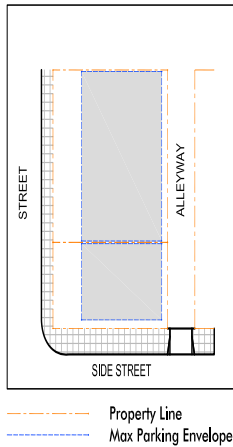


Diagram C: Parking Placement

C. PARKING AND SERVICES

1. PARKING AND SERVICES PLACEMENT

Compliance with the following requirements, within the maximum parking envelope shown on the diagram above, unless subterranean.

- a. Street Setback Rear 50% of the lot depth
- b. Side Street Setback 5' min. (with alley); 20' max.
- c. Side Yard Setback 5' min.

2. PARKING REQUIREMENTS

Each site shall be provided off-street parking as follows, designed in compliance with the requirements in Zoning Ordinance Chapter 24.415 and Chapter 24N.209 of this Development Code.

- a. Industry, Manufacturing, & Processing 1 space per 500 s.f. of gross floor area
- b. Recreation, Education, Public Safety; Retail; Services 1 parking space per 300 s.f. of gross floor area

D. BUILDING TYPES

Only the building types shown in the table below are allowed in the SD 1 Special District zone, on lots of the minimum widths shown. Each allowed building type shall be designed in compliance with Section 24N.206 (Building Type Standards).

Building Type	Allowed Lot Widths									
	25'	35'	50'	75'	100'	125'	150'	200'	300'	
Villa										
Side Court Housing										
Courtyard Housing										
Stacked Dwelling										
Commercial Block										

E. ALLOWED LAND USES

Only a land use identified as permitted or conditional by Section 24N.203.030 (Land Use Table) shall be established on a lot in the T5.1 - Special District zone, in compliance with the planning permit requirements of Section 24N.203.030.

F. OTHER STANDARDS SPECIFIC TO NORTH VENTURA AVENUE CORRIDOR DEVELOPMENT CODE

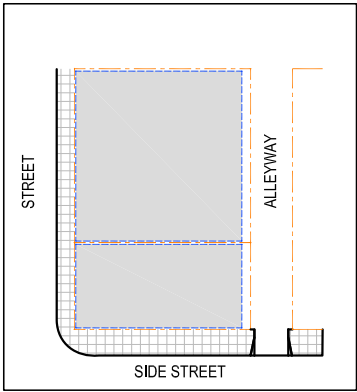
Due to North Ventura Avenue's unique characteristics and location, additional regulations beyond the T5.1 base Urban Standards have been created to ensure that the goals of creating a walkable neighborhood setting are met.

3. BLOCKS & STREETS

- a. New Street Types
 - i. Collector A
 - ii. Collector B
 - iii. Collector C
 - iv. Alley

5. SIGNAGE

See Section 24N.211 for permitted sign types.



Property Line
Max Building Envelope

Diagram A: Building Placement

A. BUILDING PLACEMENT

1. PRIMARY BUILDINGS

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

	Minimum	Maximum
a. Front setback	Per allowed frontage type	20'
b. Side Street Setback	Per allowed frontage type	
c. Side Yard Setback	5'	
d. Rear Setback (no alley)	1-or-2 story building: 5'	20'
	3 story building: 10'	20'
i. With ≥ 20' alley	1-2-story buildings: 5'	
	3-6 story buildings: 10'	
ii. With <20' alley	1-2-story buildings: 5'	
	3-6 story buildings: 10'	

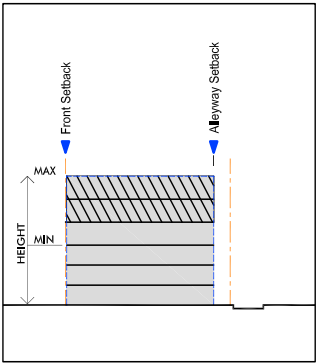
2. ACCESSORY BUILDINGS

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

	Minimum
a. Street Setback	Within 50% of the rear lot depth
b. Side Yard Setback	5'
c. Side Yard Setback	5'
d. Rear Setback	1-or-2 story building: 5'

3. ARCHITECTURAL ENCROACHMENTS

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



Property Line
Max Building Envelope
Bulk Reduction

Diagram B: Building Profile

B. BUILDING PROFILE AND FRONTAGE

1. HEIGHT

Each structure shall comply with the following height limits:

- a. Primary building
 - Max.: 2 floors and 30 feet
 - Min. floor to floor: 15 ft (primary floor); 12 ft any additional floors

2. ALLOWED FRONTAGE TYPES

Only the following frontage types are allowed within the SD 2 zone. The street facing façade of each primary building shall be designed as one of the following frontage types, in compliance with Section 24N.204 (Frontage Type Standards).

Frontage Type	Minimum Setback
Common Yard	15'
Dooryard	10'
Forecourt	0'
Grand Portico	20'
Grand Lobby Entrance	5'

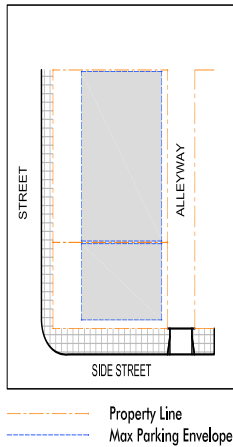


Diagram C: Parking Placement

C. PARKING AND SERVICES

1. PARKING AND SERVICES PLACEMENT

Compliance with the following requirements, within the maximum parking envelope shown on the diagram above, unless subterranean.

- | | |
|------------------------|--------------------------------|
| a. Street Setback | Rear 50% of the lot depth |
| b. Side Street Setback | 5' min. (with alley); 20' max. |
| c. Side Yard Setback | 5' min. |

2. PARKING REQUIREMENTS

Each site shall be provided off-street parking as follows, designed in compliance with the requirements in Zoning Ordinance Chapter 24.415 and Chapter 24N.209 of this Development Code.

- | | |
|---|--|
| a. Industry, Manufacturing, & Processing | 1 space per 500 s.f. of gross floor area |
| b. Recreation, Education, Public Safety; Retail; Services | 1 parking space per 300 s.f. of gross floor area |

D. BUILDING TYPES

Only the building types shown in the table below are allowed in the T4.3 General Urban zone, on lots of the minimum widths shown. Each allowed building type shall be designed in compliance with Section 24N.206 (Building Type Standards).

Building Type	Allowed Lot Widths									
	25'	35'	50'	75'	100'	125'	150'	200'	300'	
Duplex, Triplex, Quadplex										
Villa										
Row House										
Live/Work										
Side Court Housing										
Courtyard Housing										
Stacked Dwelling										

E. ALLOWED LAND USES

Only a land use identified as permitted or conditional by Section 24N.203.030 (Land Use Table) shall be established on a lot in the SD 2 - Special District zone, in compliance with the planning permit requirements of Section 24N.203.030.

a.

F. OTHER STANDARDS SPECIFIC TO NORTH VENTURA AVENUE DEVELOPMENT CODE

Due to Ventura Avenue's unique characteristics and location, additional regulations beyond the SD 2 base Urban Standards have been created to ensure that the goals of creating a walkable neighborhood setting are met.

3. BLOCKS & STREETS

- b. New Street Types
- Collector A
 - Collector B
 - Collector C
 - Neighborhood
 - Alley

6. SIGNAGE

See Section 24N.211 for permitted sign types.

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24V.202

OVERLAY ZONES

24N.202.010 Purpose

Overlay Zones are utilized in order to help clarify details without having to create dozens of new sub-zones for each of the transect zones. They modify certain urban standards of the underlying Transect Zone, but leave other standards in that particular zone intact. These zones apply to properties within the Plan Area as shown in the Regulating Plan.

24N.202.020 Applicability of Overlay Zones

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

A. MAPPING OF OVERLAY ZONES

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

B. ALLOWED LAND USES, PERMIT REQUIREMENTS, DEVELOPMENT STANDARDS

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

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

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

24N.202.030 Civic Overlay

A. PURPOSE

The Civic Overlay identifies existing and future locations whose use shall be limited to that of a governmental use.

B. DEVELOPMENT STANDARDS

- 1. Development proposals under this zone shall be limited to governmental facilities that include, but are not limited to: schools, emergency services (fire, hospital, police, etc.), utilities, environmental, community centers, etc.).
- 2. The main entrance to the buildings shall face the primary street and follow the underlying transects urban standards.



Illustrative Photo



Illustrative Photo

24N.202.040 Open Space Overlay

A. PURPOSE

The Open Space Overlay identifies locations that shall include a centrally located, special public space or several special public spaces interspersed throughout the location.

B. DEVELOPMENT STANDARDS

1. As part of new developments, properties with the Open Space Overlay shall provide at least one open space than a half-acre ($\frac{1}{2}$ acre) or provide at least four open spaces an eighth-acre ($\frac{1}{8}$ acre) or larger.
 - a. The largest open space is centrally located within the development
 - b. Is provided as a publically accessible green, square, plaza, or garden

- c. All public spaces shall be linked via publically accessible paseos or walkways which shall not count toward the required open space requirement.

2. This requirement shall not apply where an open space meeting this description already exists on the property.



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24N.202.050 Special Corner Treatment Overlay

A. PURPOSE

The Special Corner Treatment Overlay identifies locations that shall include special building elements to emphasize an intersection or gateway into a district in the locations indicated on the Regulating Plan.

B. DEVELOPMENT STANDARDS

1. The Special Corner Treatment uses a distinctive building element to emphasize the corner of a building in special locations such as gateways and other places of significance to the community. This treatment differentiates the corner of the building primarily through vertical massing and articulation with elements such as a corner tower, which is created by

articulating a separate, relatively slender mass of the building, continuing that mass beyond the height of the primary building mass, and providing the top of the mass with a recognizable silhouette.

2. A corner tower mass may encroach into the required setback areas but may not encroach into the public right-of-way. Corner tower features may exceed the permitted height limit by 15 feet.
3. Other elements can be used to create a Special Corner treatment. Such elements must place a similarly significant emphasis on the corner. Such elements include façade projections/ recessions, balconies, roof articulation, and changing repetitive façade elements such as window type.



Illustrative Photo



Illustrative Photo

24N.202.060 Shopfront Overlay

A. PURPOSE

The Shopfront Overlay identifies frontages intended to be areas for retail shops, restaurants, and other pedestrian oriented businesses. The frontage shall provide for safe and convenient pedestrian and vehicular (when necessary) access.

B. DEVELOPMENT STANDARDS

1. Ground floor uses shall be retail, dining, or pedestrian oriented live-work units.
2. The facade of each building within the Shopfront Overlay shall incorporate the Shopfront & Awning Frontage Type per section 24N.204.080.



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24N.203

ALLOWABLE LAND USES

24N.203.010 Purpose

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

24N.203.020 Applicability

A lot or building shall be occupied by only the land uses allowed by Table C within the zone applied to the site by the Regulating Plan. Each land use listed in Table C is defined in Section 24N.400 (Definitions).

24N.203.030 Land Use Table

A. ALLOWED LAND USES

1. Establishment of an allowed use. Any one or more land uses identified by Table C as being allowed within a specific zone may be established on any lot within that zone, subject to the planning permit requirement listed in the Table B, and in compliance with all applicable requirements of this Development Code.
2. Use not listed.
 - a. A land use that is not listed in Table C, and is determined by the Director to not be included in Section 24N.400 (Glossary) under the definition of a listed land use, is not allowed, except as otherwise provided in Subsection A.3.
 - b. A land use that is listed in the table, but not within a particular zone is not allowed within that zone, except as otherwise provided in Subsection A.3.
3. Similar and compatible use may be allowed. The Director may determine that a proposed use not listed in Table C is allowable in compliance with the procedure in Zoning Ordinance Chapter 24.115.130.

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

B. PERMIT REQUIREMENTS

Table B provides for land uses that are:

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

Table C: Allowable Land Uses. This table expands the Building Function categories of Table A to delegate specific functions within the Transect Zones.

	T 1.1	T 2.1	T 3.1	T 4.3	T 4.5	T 4.7	T 5.1	SD 1	SD 2
	Natural 1	Rural 1	Sub-Urban 1	General Urban 3	General Urban 5	General Urban 7	Urban Center 1	Special District 1	Special District 2
Industry, Manufacturing, Processing, & Wholesale									
Laboratory - Medical & Analytical	-	-	-	UP (2)	UP (2)	UP (2)	UP (2)	P	P
Printing & Publishing	-	-	-	UP (2)	UP (2)	UP (2)	UP (2)	P	P
Research & Development	-	-	-	UP (2)	UP (2)	UP (2)	UP (2)	P	P
Oil Extraction	-	-	-	-	-	-	-	P	-
Oil Services	-	-	-	-	-	-	-	P	-
Construction and Utility Holding Facility	-	-	-	-	-	-	-	P	P
Green Technology & Energy Manufacturing & Services	-	-	-	UP (2)	UP (2)	UP (2)	UP (2)	P	P
Green Technology & Energy Testing Facility	-	-	-	-	-	-	-	P	P
Agricultural Products & Services	UP	P	-	-	-	-	-	UP	UP
Recreational, Educational, Public Safety									
Active Park - Soccer Field, Baseball, Field, Tennis Court, etc.	P	P	P	P	P	P	P	P	P
Passive Park - Open Field, Grass Noll, Ornimental, Plaza	P	P	P	P	P	P	P	P	P
Adult-Oriented Business	-	-	-	-	-	-	-	UP	UP
Community/Fitness Facility	-	-	-	UP	P	P	P	UP	-
Libraries, Museums	-	-	-	P	P	P	P	UP	-
School, Public or private	-	-	-	UP	P	P	-	-	-
Studio - Art, Dance, Martial Arts, Music, etc.	-	-	-	UP	P	P	P	UP	-
Safety Services	UP	UP	UP	UP	P	P	P	P	P
Residential									
Dwelling: Single-Family	-	-	P	P	-	-	-	-	-
Dwelling: Multi-Family	-	-	P	P	P	P	P	-	-
Home Occupation	-	-	P	P	P	P	P	-	-
Live/Work	-	-	P	P	P	P	P	-	-
Retail									
Bars, Taverns, & Night Clubs	-	-	-	-	UP	UP	P	-	-
General Retail - except the following features	-	-	-	P	P	P	P	-	-
Alcoholic Beverage Sales	-	-	-	-	UP	UP	UP	UP	UP
Auto- or Motor Vehicle Related Sales or Services	-	-	-	-	-	-	-	UP	UP
Drive Through Facility	-	-	-	-	-	-	-	-	-
Gross Floor Area Over 20,000 s.f.	-	-	-	-	UP	P	P	UP	-
Operating btw. 11pm & 7am	-	-	-	UP	P	P	P	UP	-
Resturant	-	-	-	UP	P	P	P	UP	-
Services - General									
Gas Station	-	-	-	UP	UP	UP	-	UP	UP
Personal Services	-	-	-	P	P	P	P	-	-
Lodging Services	-	-	-	P	P	P	P	-	-
Mortuary, Funeral Home	-	-	-	UP	UP	UP	UP	UP	UP
Property Management Services	-	-	-	UP	UP	P	P	-	-
Repair Services	-	-	-	-	-	-	-	UP	UP
Services - Business, Financial, Professional									
Banking and Financial Services	-	-	-	UP	P	P	P	-	-
Business Support Services	-	-	-	UP (2)	P (2)	P	P	-	-
Medical/Dental	-	-	-	UP (2)	P (2)	P	P	-	-
Office	-	-	-	UP (2)	P (2)	P	P	-	-
Transportation, Communications, Infrastructure									
Parking Facility - Public or Commercial	-	-	-	UP	P	P	P	UP	UP
Wireless Telecommunications Facility	-	-	-	UP	UP	UP	UP	P	P
Transit Facilities, Terminals, & Stations	-	-	-	P	P	P	P	P	P

[-] Not Permitted; [(2)] Use allowed only on the second story; [UP] Use Permit required; [P] Permitted Use

24N.204

FRONTAGE TYPE STANDARDS

24N.204.010 Purpose and Applicability

A. PURPOSE

This section identifies the frontage types allowed within the North Avenue Corridor Area, and provides design standards for the configuration of a building's primary entrance, the treatment of its front and side setback zones, and the type of features permitted to encroach into the required setback to ensure that development appropriately relates to the public realm of the street.

B. APPLICABILITY

Private frontage includes both:

1. Portions of a property between the back-of-sidewalk line and the primary building façade along any street.
2. All primary building facades up to the top of the first or second floor, including building entrances, located along and oriented toward streets as shown in Figure 4, Private Frontage.
3. Each proposed building shall be designed to incorporate a Private Frontage Type designed in compliance with this regulation. A property's permitted and/or required Private Frontage Types shall be limited to those specified by transect

zone. Permitted frontage types may be combined within a single building. Private frontage regulations apply along the full length of the property frontage, even where there is on building façade. Public and institutional buildings are not required to comply with Private Frontage Type regulations.

C. ALLOWABLE FRONTAGE TYPES BY ZONE

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

D. ACCESS

1. The configuration of any private frontage type shall not create a hallway for entry to any ground floor unit in which the sole access for that entry has a wall or railing that requires walking past one or more other entry doors.
2. Front setback areas shall provide pedestrian access connecting the public sidewalk to the front door and to any parking areas.
3. Private frontage types that incorporate stairs shall meet access and visibility requirements of the Americans with Disabilities Act by means of providing alternate entrance(s) with level or ramped connection

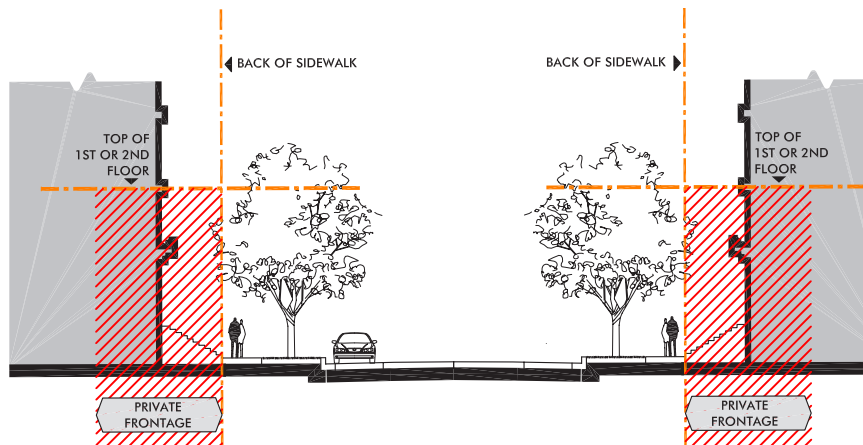


Figure 4 Private Frontage

to the sidewalk, or by adding an ADA-compliant ramp to the design of the required private frontage type.

E. CORNER PARCELS

1. Corner parcels must locate an entrance(s) along front streets. Entrances are permitted, but not required along secondary streets.
2. Where a corner parcel has frontage along either North Avenue or a new Main Street, North Avenue or the Main Street shall be defined as the Front Street.
3. Where a new Main Street intersects North Avenue, both streets shall be defined as front streets.
4. Along all other streets, front streets may be determined by the developer.
5. Private frontage treatments shall apply to corner parcels as shown in Figure 5.

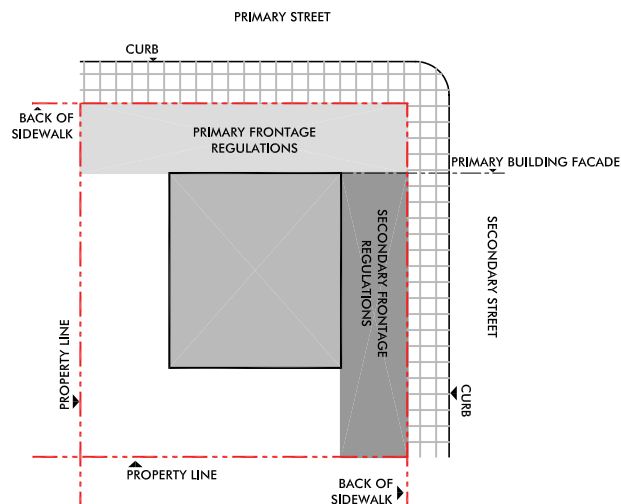


Figure 5 Private Frontage - Corner Parcels

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24N.204.020 Frontage Summary and Definitions

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

TABLE D: Private Frontages


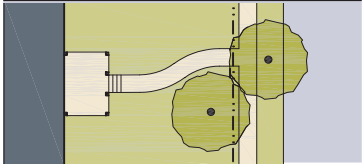

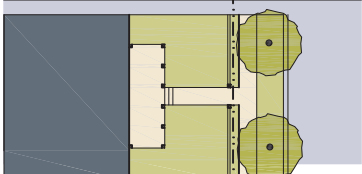
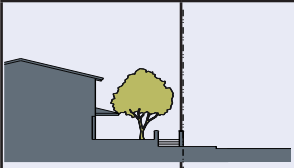
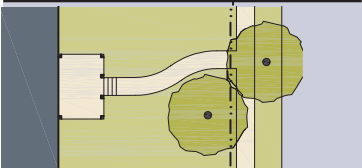

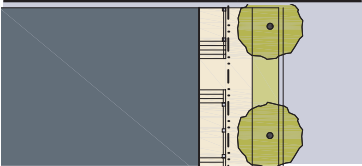

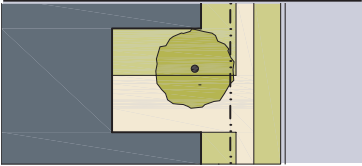

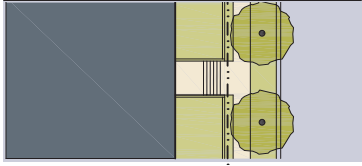


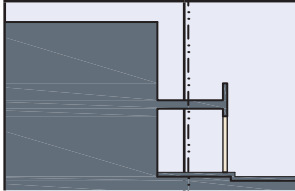
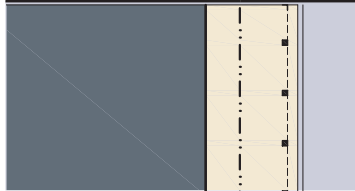
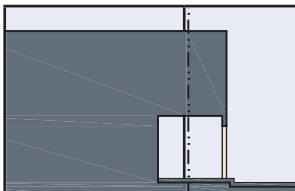
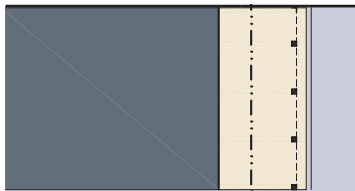
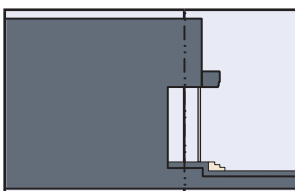

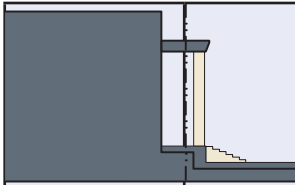
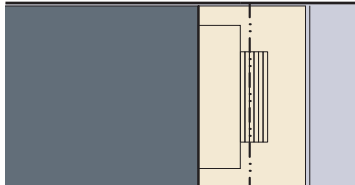
	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE
a. Common Yard: a frontage wherein the facade is set back substantially from the frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape.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

TABLE D: Private Frontages. (continued)

	<div> <div>LOT</div> <div>PRIVATE</div> <div>FRONTAGE</div> </div> <div> <div>R.O.W.</div> <div>PUBLIC</div> <div>FRONTAGE</div> </div>	<div> <div>LOT</div> <div>PRIVATE</div> <div>FRONTAGE</div> </div> <div> <div>R.O.W.</div> <div>PUBLIC</div> <div>FRONTAGE</div> </div>
<p>h. Gallery: a frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb. Notwithstanding the graphic, encroachments will not be permitted.</p>		
<p>i. Arcade: a frontage wherein the facade is a colonnade that overlaps the sidewalk, while the facade at sidewalk level remains at the frontage line. This type is conventional for retail use. The arcade shall be no less than 12 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb. Notwithstanding the graphic, encroachments will not be permitted.</p>		
<p>j. Grand Portico: A portico is a roofed entrance supported by columns appended to the primary plane of the building's front façade. A "Grand Portico" is a portico expressed at a civic scale, meant to project the image of an important community building. A Grand Portico is an appropriate frontage for civic buildings such as city halls, libraries, post offices, as well as for quasi-civic buildings such as hotels with ground level convention facilities, or movie theaters.</p>		
<p>k. Grand Lobby Entry: A grand lobby entry is an entrance with a significant architectural expression. A grand lobby entrance should be prominent and easy to identify. This frontage type is appropriate for office and multi-family residential uses accessed from a common lobby. It is also intended for limited use in Commercial Block Buildings featuring ground level shopfronts, to provide access to lobbies serving upper level residential, office or hotel uses.</p>		

24N.204.030 Common Yard

A. DESCRIPTION

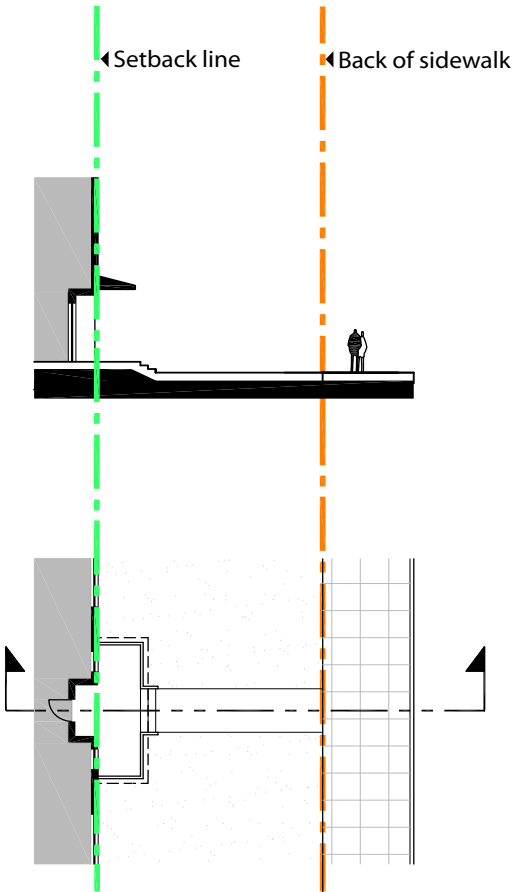
A frontage wherein the facade is set back substantially from the property line/frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.

A common yard features a residence’s main entrance with a deep setback, creating a gracious open space along the property frontage.

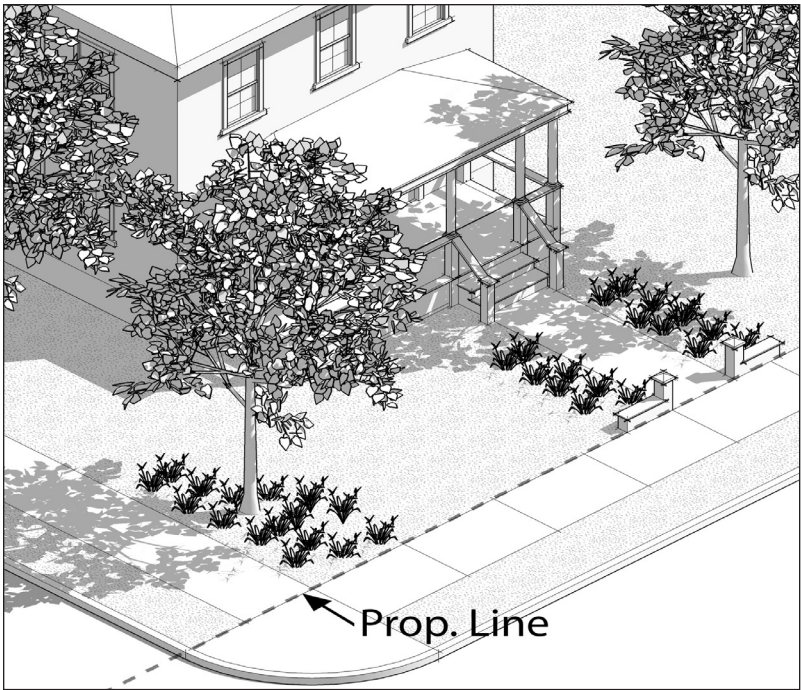
This frontage type is appropriate for residential use only.

B. DESIGN STANDARDS

Setback areas must be landscaped.



Section Diagram



Axonometric Diagram



Illustrative Photo

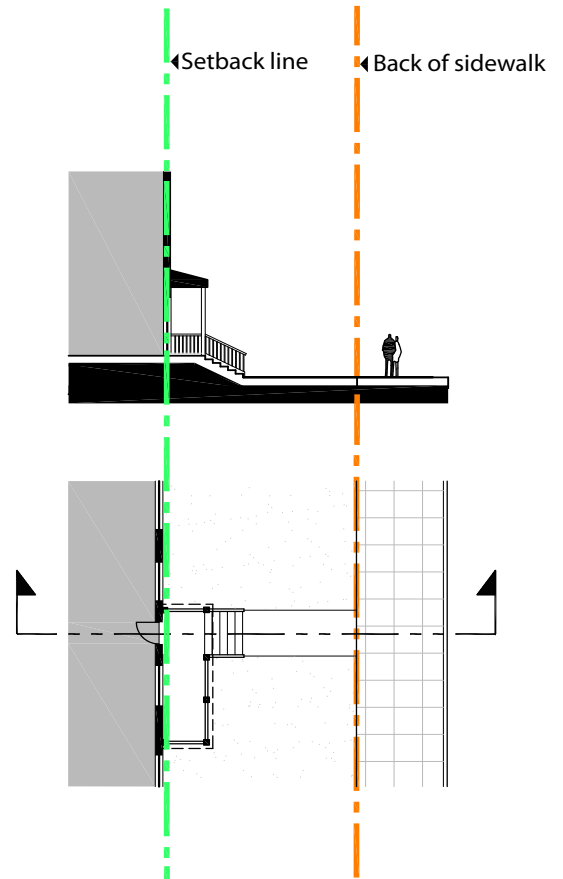
24N.204.040 Porch and Fence

A. DESCRIPTION

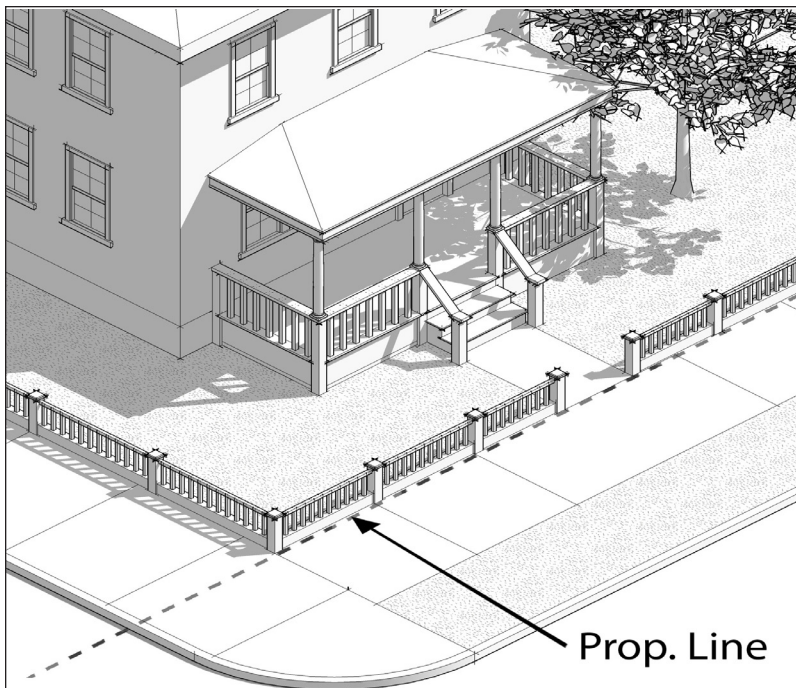
Fences are common frontages associated with single family houses, where the facade is setback from the right-of-way with a front yard. A fence or wall at the property line may be used to define the private space of the yard. An encroaching porch may also be appended to the facade. A great variety of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

B. DESIGN STANDARDS

1. Porch Encroachment into setback line: 8' max.
2. Porches shall be 8' min. deep (clear), 12' min. wide (clear) and 9' min. tall (clear).
3. Porches shall be raised 18" min. and 3' max. from the adjacent finished grade, and located at the 1st story.
4. Fences enclosing the front yard shall not exceed 4' in height as measured from the adjacent sidewalk.
5. Fences may be made of wood or wrought iron. Wood fences shall be 30% opaque minimum. Wrought iron shall be vertical, 5/8" minimum dimension, 4" - 6" spacing. Chain link fencing, barbed-wire, razor-wire, and corrugated metal fencing shall not be permitted.



Section Diagram



Axonometric Diagram



Illustrative Photo

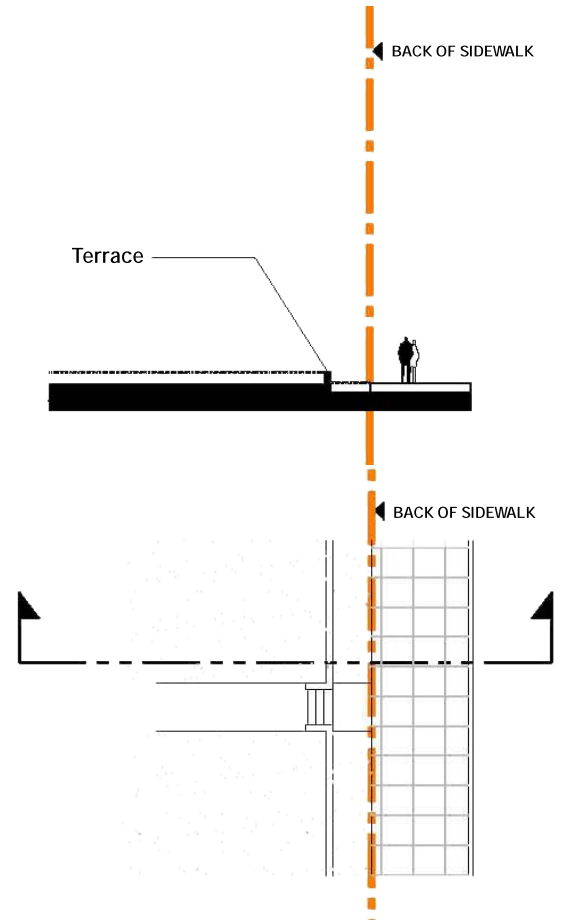
24N.204.050 Dooryard (a synonym of Terrace)

A. DESCRIPTION

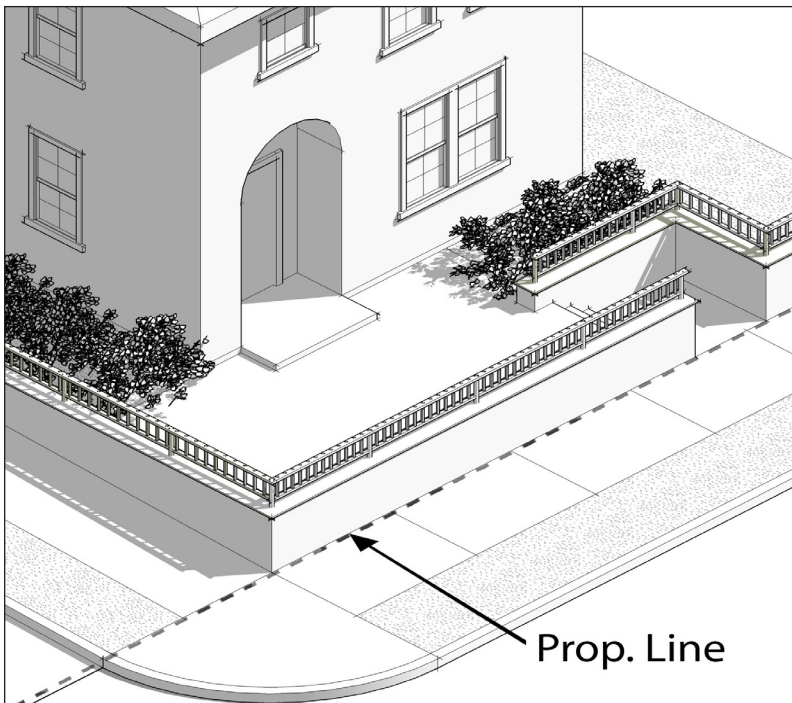
Dooryards are elevated gardens or terraces that are set back from the frontage line. This type can effectively buffer residential quarters from the sidewalk, while removing the private yard from public encroachment. The terrace is also suitable for restaurants and cafes as the eye of the sitter is level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

B. DESIGN STANDARDS

1. Dooryards/Terraces shall be 10' minimum deep, and raised a minimum of 12" and a maximum of 5' above the finished grade.
2. A retaining wall may be built around the dooryard or terrace.
3. The retaining wall may not be higher than structurally necessary.
4. The retaining wall may be constructed of stucco, brick, or stone, alone or in combination.



Section Diagram



Axonometric Diagram



Illustrative Photo

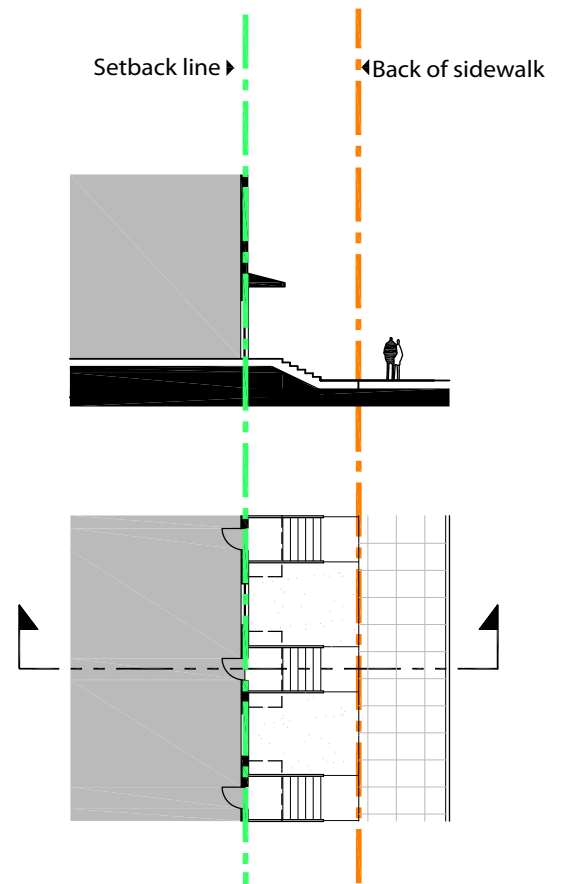
24N.204.060 Stoop

A. DESCRIPTION

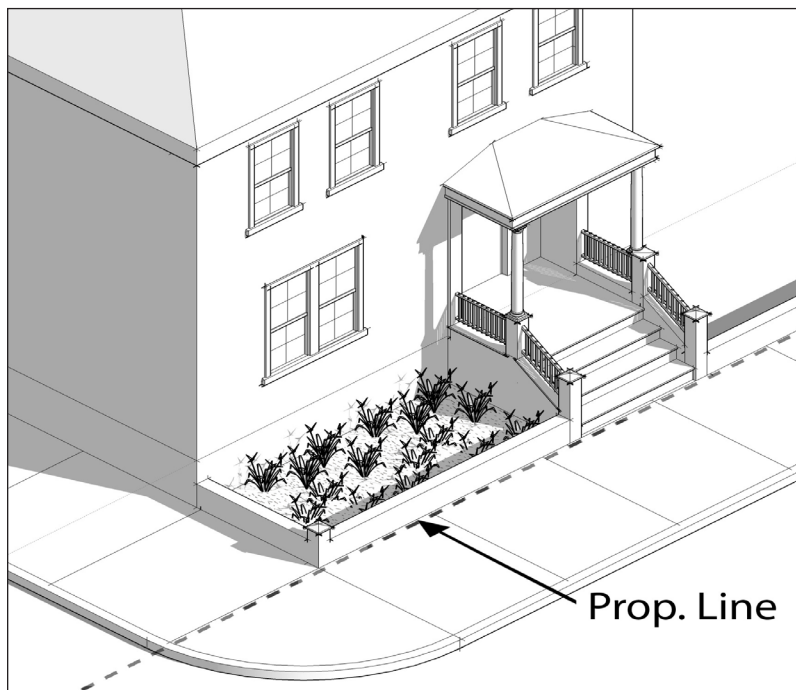
Stoops are elevated entry porches/stairs placed close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows and front rooms. The stoop is suitable for ground-floor residential use at short setbacks. A shed roof may also cover the stoop. This type may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

B. DESIGN STANDARDS

1. Setback encroachment: 8' max.
2. Stoops shall be raised 18" min. and 36" max. from the finished grade.
3. Stoops must correspond directly with the building entry(s) and be at least 3' wide (perpendicular to or parallel with the adjacent walk).
4. Stoops shall be 6' min. and 10' max. wide.
5. There may be a low (30" or less) decorative fence along the property lines.
6. Multiple stoops may be combined to increase the scale of the entrance.
7. Setback areas must be landscaped.



Section Diagram



Axonometric Diagram



Illustrative Photo

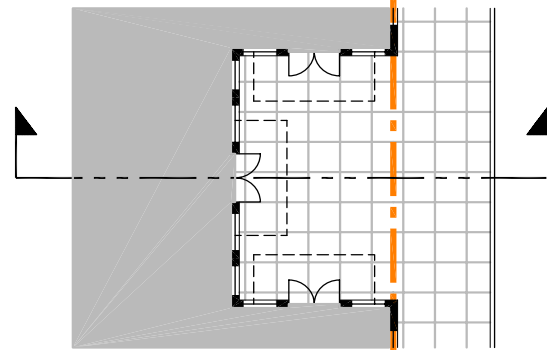
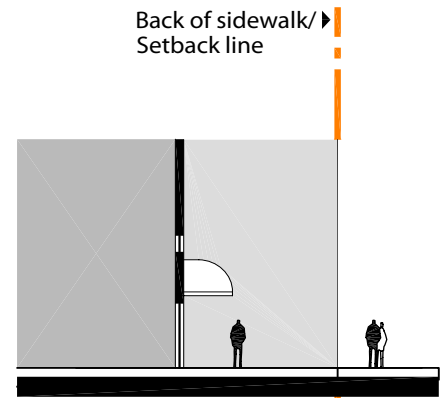
24N.204.070 Forecourt

A. DESCRIPTION

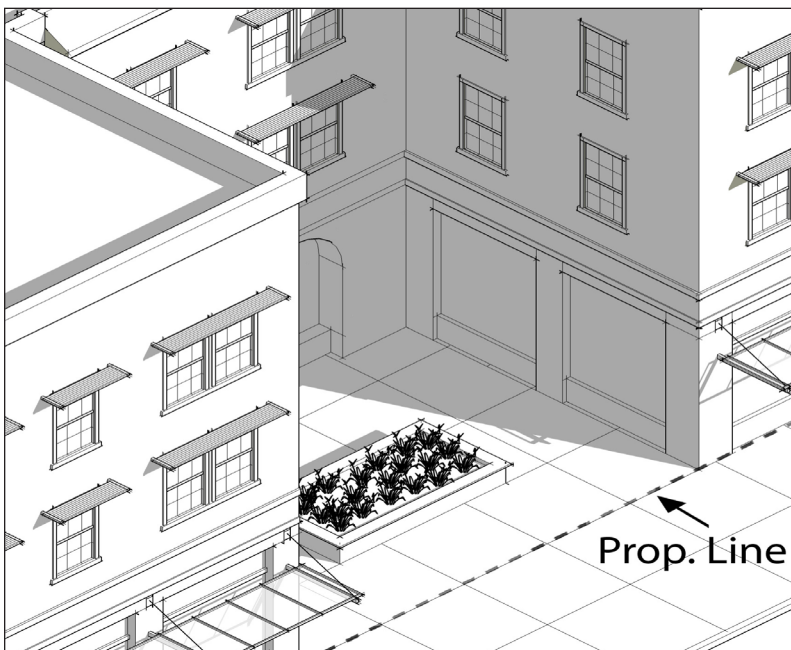
Forecourts are uncovered courts within a storefront, gallery or arcade frontage, wherein a portion of the facade is recessed from the building frontage. The court is suitable for outdoor dining, gardens, vehicular drop-offs, and utility off loading. The court may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the court.

B. DESIGN STANDARDS

1. A forecourt shall be 10' deep min. (clear) and 30' deep max. (clear)
2. A forecourt shall be 10' wide min. and 50' wide max. or 50% of lot width, whichever is less.
3. Forecourts between 10' and 15' in depth shall be substantially paved, and enhanced with landscaping. Forecourts between 15' and 30' in depth shall be designed with a balance of paving and landscaping.
4. A fence or wall at the property line, not to exceed 3½ feet, may be used to define the private space of the court.
5. Entrances and pedestrian "gateways" should be announced by posts or pilasters, and may be combined with trellises, special landscaping, decorative lighting, public art or other special features.
6. If the forecourt is raised above the adjacent grade, it should not be more than 3' above the grade of the sidewalk.
7. When used for retail, restaurant, or service uses, all three sides of the courtyard must feature shopfront entrances and display windows.



Section Diagram



Axonometric Diagram



Illustrative Photo

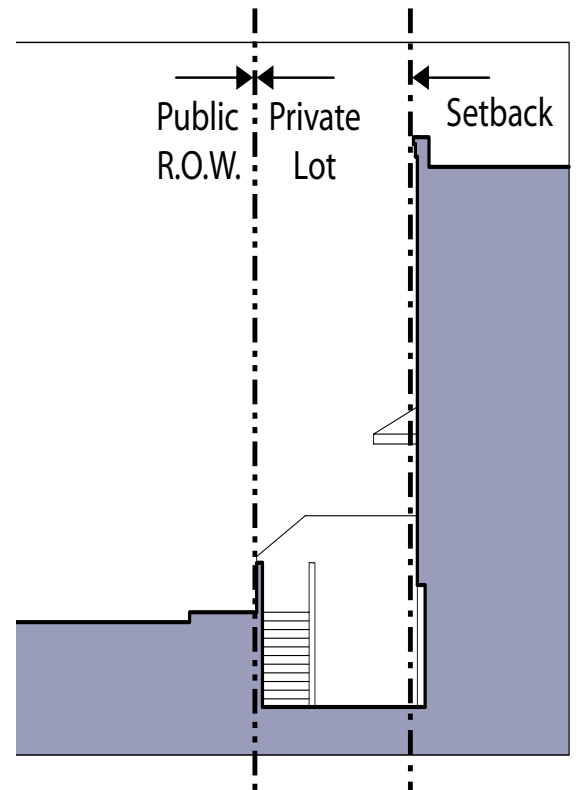
24N.204.080 Lightcourt

A. DESCRIPTION

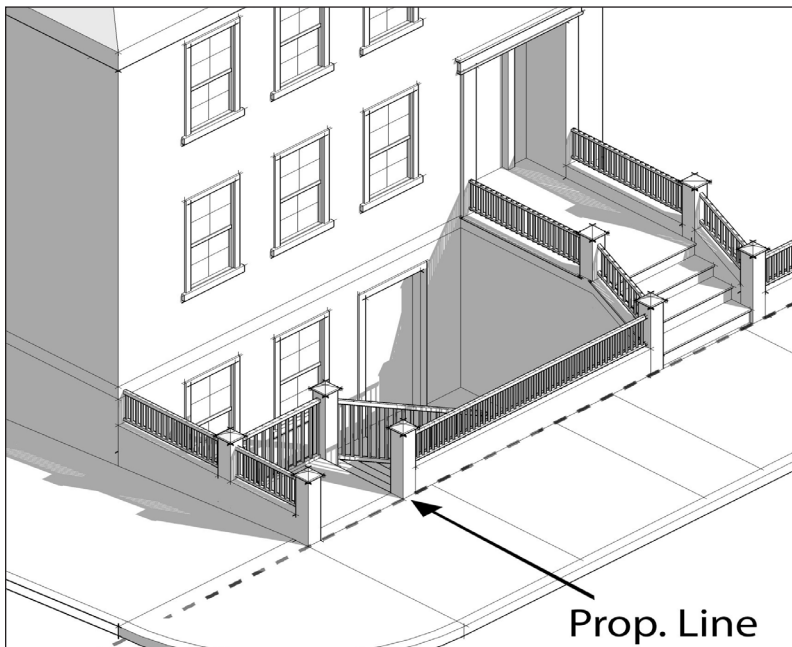
Lightcourts are frontages wherein the facade is set back from the frontage line by a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The lightcourt is suitable for conversion to outdoor cafes.

B. DESIGN STANDARDS

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



Section Diagram



Axonometric Diagram



Illustrative Photo

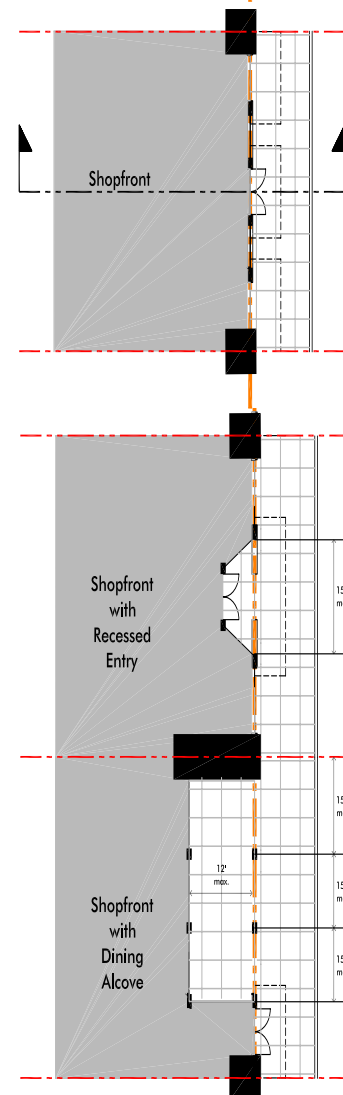
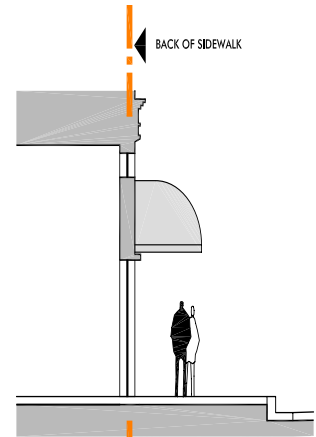
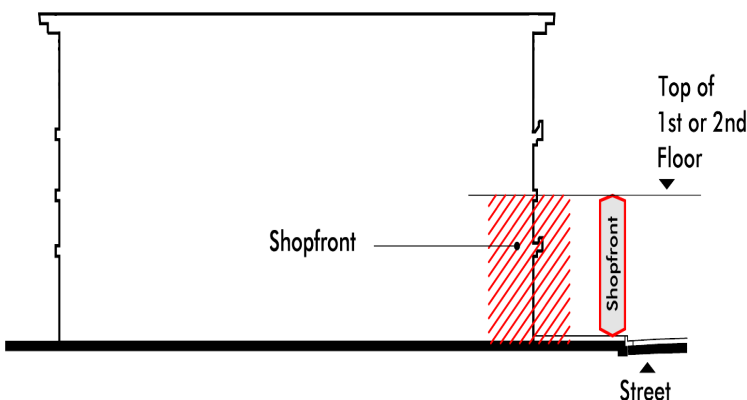
24N.204.090 Shopfront and Awning

A. DESCRIPTION

Typically, the Shopfront & Awning frontage type applies to storefronts. Shopfronts are like small buildings with their own base, "roofline", and pattern of window and door openings. Shopfronts are facades placed at or close to the right-of way line, with the entrance at sidewalk grade. They are conventional for retail frontage and are commonly equipped with cantilevered shed roof(s) or awning(s). Recessed shopfronts are also acceptable. The absence of a raised ground floor precludes residential use on the ground floor facing the street. Residential use would be appropriate above the ground floor and behind another use that fronts the street. It has substantial glazing on the sidewalk level and defines the primary treatment for ground-level commercial uses oriented to display and access directly from public sidewalks.

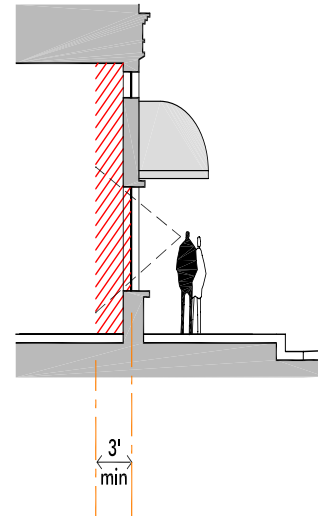
B. DESIGN STANDARDS

1. Shopfronts shall be between 10' and 16' tall, as measured from the adjacent walk.
2. Shopfront width shall be a minimum of 10' and in the T4.7 and T 5.1 zones, shall not exceed 50'. (See Shopfront Width Regulations chart on adjacent page). Larger retail space may be enabled by being set back behind a row of smaller shopfront spaces; this technique is often referred to as "liner retail."
3. Restaurant shopfronts may set back a portion of the shopfront façade to create a colonnaded outdoor dining alcove that is a maximum of 12 feet deep provided that:
 - a. The set back portion of the façade that is oriented towards the street shall have display windows.
 - b. The alcove must also have columns along the sidewalk at a maximum spacing of 15 feet on center.
 - c. The alcove may not rely on adjacent buildings for enclosure.

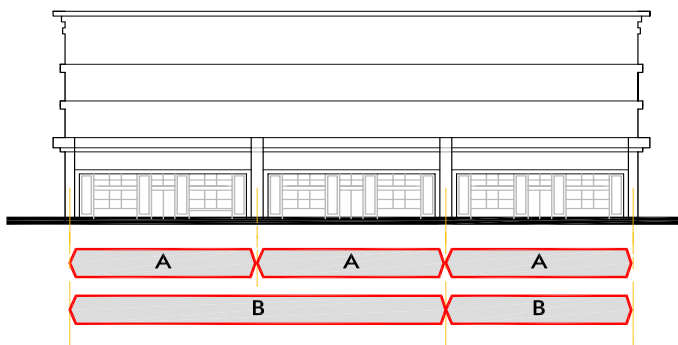


Section Diagram

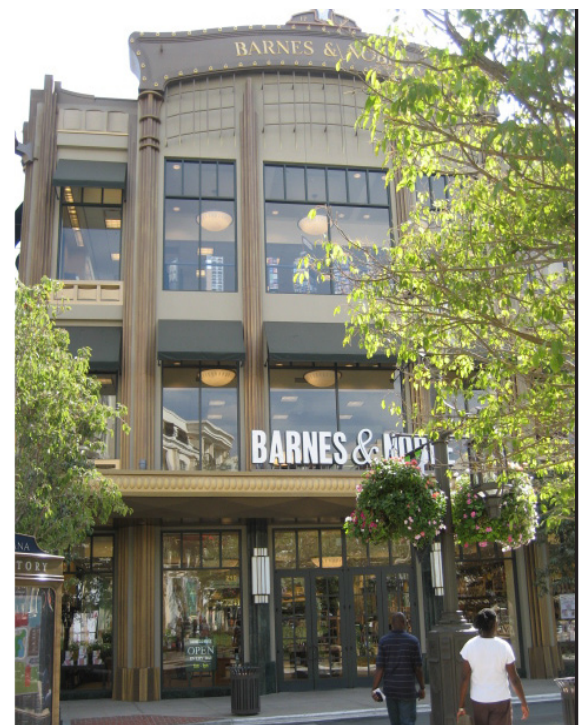
4. Each shopfront shall contain:
 - a. At least one welcoming building entrance at sidewalk grade. Recessed entrances are permitted with a maximum width of 15 feet.
 - b. Clear-glass display windows framed within storefront pilasters and base.
 - c. A minimum 3 foot zone behind the window glazing that provides an unobstructed view of the establishment's goods and services.
5. Shopfront composition should include projecting signs, as well as window signs and awning signs. Awnings, signs, and related fixtures shall be located 8 feet min. above the adjacent sidewalk. Awnings shall only cover storefronts and openings so as to not cover the entire façade.
6. Shopfront and awning design should vary from shopfront to shopfront.
7. Sideyard setbacks and space between buildings within the T4.7 and T5.1 Transect Zone may be utilized as extensions of shopfront activities including for location of outdoor displays of goods and for outdoor dining.
8. See Section 24N.207, Standard Design Guidelines, for recommended treatments.



Unobstructed View Required



SHOPFRONT WIDTH REGULATIONS		
Transect Zones	T5.3 & Shopfront Overlay	T4.5, T4.8, T4.9
A - Shopfront Width		
	50' max. (longer than 50' is conditional for Anchor Retail only)	N/A
B - Tenant Width		
Note: There is no tenant depth requirement.	50' max. (longer than 50' is conditional for Anchor Retail only)	N/A



Illustrative Photo

24N.204.120 Grand Portico

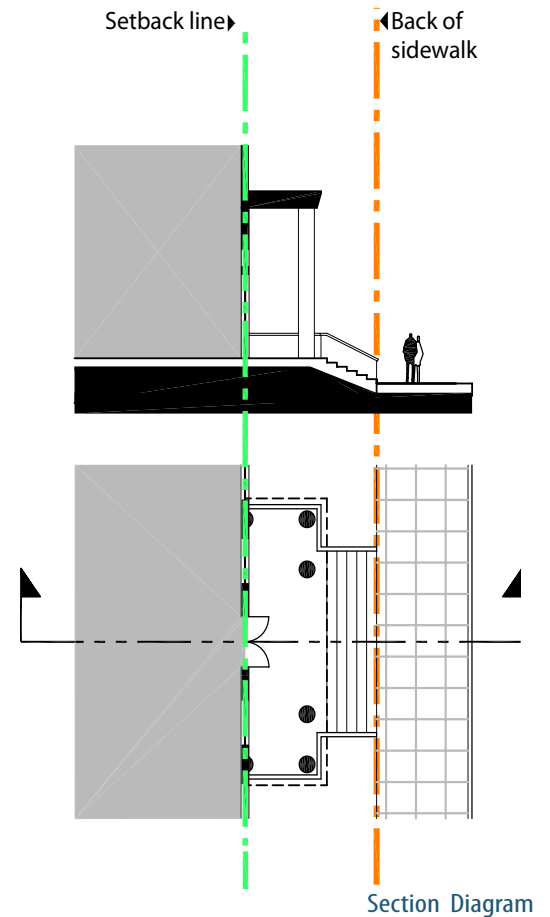
A. DESCRIPTION

A portico is a roofed entrance supported by columns appended to the primary plane of the building's front façade.

A "Grand Portico" is a portico expressed at a civic scale, meant to project the image of an important community building. A "grand stair" makes an excellent appendage to a grand portico frontage. A Grand Portico is an appropriate frontage for civic buildings such as city halls, libraries, post offices, as well as for quasi-civic buildings such as hotels with ground level convention facilities, or movie theaters. This frontage type is not typically appropriate for residential buildings.

B. DESIGN STANDARDS

1. The portico may encroach into the front setback area. Setback areas must be landscaped for noncommercial buildings and may be paved for commercial buildings.
2. Maximum setback requirements per the applicable zone district do not apply.



24N.204.130 Grand Lobby Entry

A. DESCRIPTION

A grand lobby entry is an entrance with a significant architectural expression. A grand lobby entrance should be prominent and easy to identify.

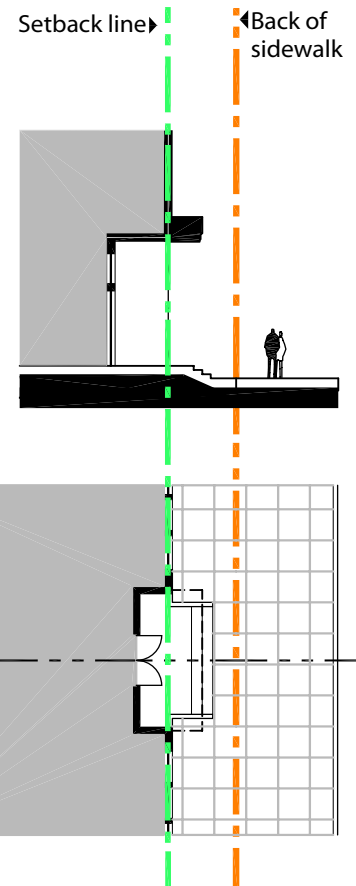
This frontage type is appropriate for office and multi-family residential uses accessed from a common lobby.

It is also intended for limited use in Commercial Block Buildings featuring ground level shopfronts, to provide access to lobbies serving upper level residential, office or hotel uses.

When used in this way, the setback area treatment is determined by the development's primary frontage type.

B. DESIGN STANDARDS

1. Entrances may be inset slightly from the primary building wall and are typically raised above the sidewalk.
2. Setback areas may be landscaped, paved, or be a combination of landscaping and paving.
3. Maximum setback requirements per the applicable zone district do not apply.



Section Diagram



Illustrative Photo



Illustrative Photo

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24N.206

BUILDING TYPE STANDARDS

24N.206.010 Purpose and Applicability

A. PURPOSE

This section identifies the building types allowed within the North Avenue Corridor Area and provides design standards for each type to ensure that new development is consistent with the City's goals for building form, character, and quality.

B. APPLICABILITY

1. Each proposed building shall be designed in compliance with the standards of this section for the applicable building type, except for the public and institutional buildings, which, because of their unique disposition and application, are not required to comply with building type requirements.
2. A building type is a typical configuration of a building's plan layout for intended use(s) and its resulting three-dimensional building mass.
3. A building type is "typical" in that its architectural style, elements, and building massing issues are similar for those of its kind. Some building types are specialized for a particular use and site configuration, while others can accommodate different uses or are readily modified for other uses.
4. Each building type has an accompanying illustration that is provided as a visual aid and does not represent a specific required design or configuration. It diagrammatically indicates the type's basic massing configuration and its relationship to front, side and back site orientations.
5. A property's permitted building types shall be limited to those types specified by each transect zone's urban standards.

C. LOT WIDTH

1. Lot width is defined as the length of a lot or nominal

lot's frontage line.

2. The permitted range of lot widths for each building type shall be limited, as specified by each transect zone's urban standards.
3. Each lot or nominal lot shall be limited to one (1) primary building.
4. Development increments that include multiple buildings shall include a lot or nominal lot for each building.
5. The width of each lot or nominal lot shall be within the range permitted by each transect zone.

D. PEDESTRIAN ACCESS

Pedestrian access regulations ensure that all dwelling units and/or residential lobbies, independent of their location with a block, have access to and are connected with the public realm.

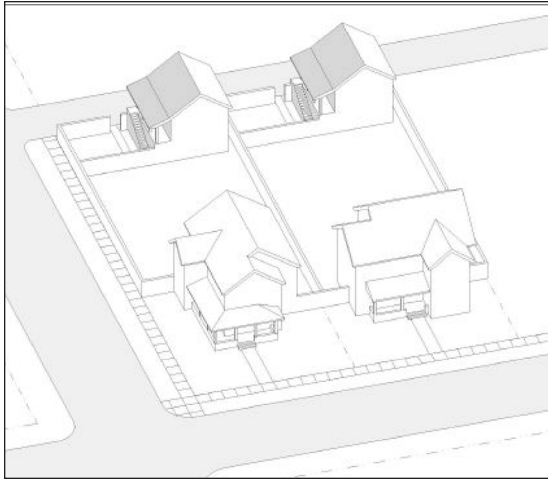
1. The public realm shall extend into the block in the form of new streets, paseos and/or interconnected courtyards that provide direct access to a public street.
2. Paseos and courtyards are limited to pedestrian traffic.
3. In no case may a vehicular driveway be the sole means of access to a dwelling or multi family building.
4. Permitted building types shall be arranged around and take their primary access from this semipublic extension of the public realm.
5. Semi-public paseos and courtyards that serve as an extension of the public realm shall have the following minimum dimensions:
 - a. Paseos shall be a minimum of 15 feet wide between primary building walls. Architectural encroachments are not permitted.
 - b. Courtyards shall be at minimum 30 feet wide. Architectural encroachments are permitted as per the Zones & Development Standards.

E. ORIENTATION

1. Street facing facades and all facades containing main entrances shall be designed as front facades.
2. Dwellings shall be designed so that living areas, rather than sleeping areas and service rooms, shall be oriented toward courtyards and fronting street(s) to the degree possible. Service rooms shall be oriented to side yards and service yards to the degree possible.
3. The orientation of primary roof ridges of a new building should align with those of existing buildings on the facing and same-side block (i.e. parallel or perpendicular to the street) if one direction is predominant for more than 3/4 of existing buildings.
4. Side yard windows and doors should be located, sized, and otherwise configured to avoid privacy conflicts with neighboring buildings.
5. On corner lots, unit entrances to dwellings should be provided on both street frontages where possible.
6. Windows and doors should be located, sized, and otherwise configured to avoid privacy conflicts with neighboring dwellings and buildings.

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24N.206.020 Carriage House and Second Unit



Building Type Diagram



Illustrative Photo

A. DESCRIPTION

This building type consists of a dwelling unit stacked above or attached at grade to a garage, located on an alleyway at the rear of a lot that includes a main residence building that is one of the following Building Types: Rowhouse, Duplex, Triplex, Quadplex, Single Family Detached – Front Yard, or Single Family Detached – Side Yard.

Carriage Houses typically abut an alleyway at the rear of a lot that also includes a Front Yard or Side Yard House. In compliance with State Planning Law, performance standards for Carriage Houses are mandatory and no variance may be granted. Carriage Houses approval is ministerial without public hearing. Carriage homes shall be designed as flats located above or attached at grade to garages.

B. ACCESS

1. Entrance stairs shall be located on the side or rear yard of the building.
2. The main entrance to the dwelling unit shall be accessed from the side yard setback, side street setback, or rear yard setback.
3. Where an alley is present, parking and services shall be accessed through the alley. [E]

C. PARKING AND SERVICES

1. Required parking for one car shall be within a garage. The remainder of required parking may be provided in a garage, carport or as open. [W]

D. OPEN SPACE

1. Carriage Houses and garages may occupy no more than 30% of that area illustrated by Diagram C (Parking and Services Placement) of the applicable zone. (See Sections 24V.200.040, 24V.200.050)
2. One private yard of no less than 150 s.f. with a minimum dimension of 10' shall be provided at-grade or via a balcony not oriented toward a side yard setback.
3. On a lot without an alley, a Carriage House shall have a minimum rear yard setback of 10' and a minimum side yard setback of 5'.



Illustrative Photo

E. LANDSCAPE

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

F. FRONTAGE

1. As Carriage Houses are located in the rear of lots, no frontage type is required since direct access from the street is not possible.

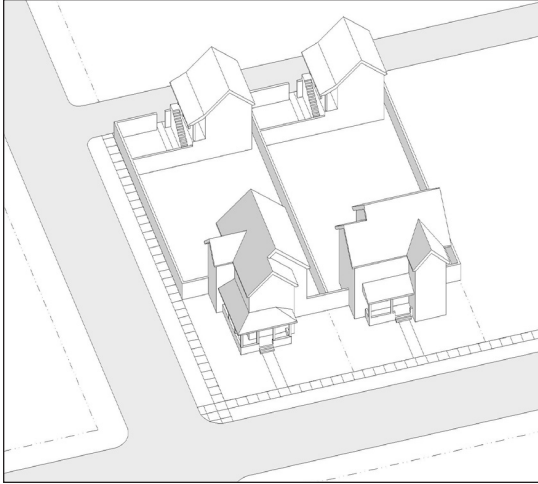


Illustrative Photo

G. BUILDING SIZE AND MASSING

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

24N.206.030 Front Yard House



Building Type Diagram



Illustrative Photo

A. DESCRIPTION

A detached building designed as a single dwelling unit that may be located upon a qualifying lot in the T4.5 zone. A Front Yard House may be used for non-residential purposes where allowed under E (Allowed Land Uses) of the applicable zone. (Section 24V.200.040 and 24V.200.050) A Front Yard House is accessed from the sidewalk adjacent to the front street. The following text provides performance standards for Front Yard Houses.

B. ACCESS

1. The main entrance shall be located within the façade and accessed directly from the street through an allowed frontage type. [W]
2. Where an alley is present, parking and services shall be accessed through the alley. [E]
3. Where an alley is not present, parking and services shall be accessed by way of a driveway 7 to 10 feet wide, and with 2' min. planters on each side. [W]
4. On a corner lot without access to an alley, parking and services shall be accessed by a driveway of 18' maximum width, and with 2' planters on each side. [W]

C. PARKING AND SERVICES

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

D. OPEN SPACE

1. One usable, outdoor space shall be provided behind the Front Yard House at no less than 15% of the area of each lot and of a regular geometry (e.g., rectangular) with a minimum dimension of 20'. [W]



Illustrative Photo

E. LANDSCAPE

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

F. FRONTAGE

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

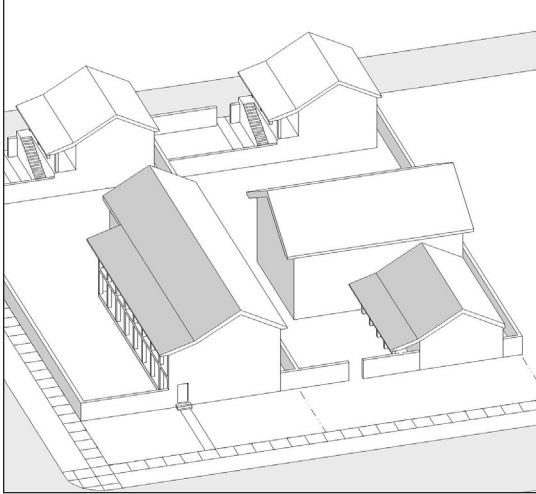


Illustrative Photo

G. BUILDING SIZE AND MASSING

1. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least three feet and one vertical break. [DR]
2. Houses on corner lots shall be designed with two facades of equal architectural expression. [DR]
3. Buildings shall be composed of one and/or two story volumes, each designed to house scale. [DR]

24N.206.040 Side Yard House



Building Type Diagram

A. DESCRIPTION

A detached building designed as a single dwelling unit that may be located upon a qualifying lot in the T4.5 zone. A Side Yard House may be used for non-residential purposes where allowed under Allowed Land Uses of the applicable zone. (Section 24V.200.040 and 24V.200.050) A Side Yard House is flanked by a side yard of a width comparable to the street maximum setback line and is accessed via a walkway parallel to that yard area. The following text provides performance standards for Side Yard Houses.

B. ACCESS

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



Illustrative Photo

C. PARKING AND SERVICES

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

D. OPEN SPACE

1. One side yard shall provide usable, outdoor space not less than 15', with ground floor living areas (e.g., living room, family room, dining room, etc.) opening to it with large windows and, where possible, French doors. This side yard shall be enclosed by a wall or hedge no more than 6' high, and shall encompass no less than 15% of the area of each lot and of a regular geometry (e.g., rectangular). [E]
2. On a corner lot, the side yard required by D.1 above, shall abut the street, and the enclosing wall or hedge shall be set back at least 5' from property line with a height of no more than 6'. The opposite side yard may not have a fence at the property line, with an easement instead allowing use of the yard by the neighbor. Windows facing this opposing yard shall be relatively small and high, providing light and ventilation while allowing for privacy. [E]



Illustrative Photo



Illustrative Photo

E. LANDSCAPE

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

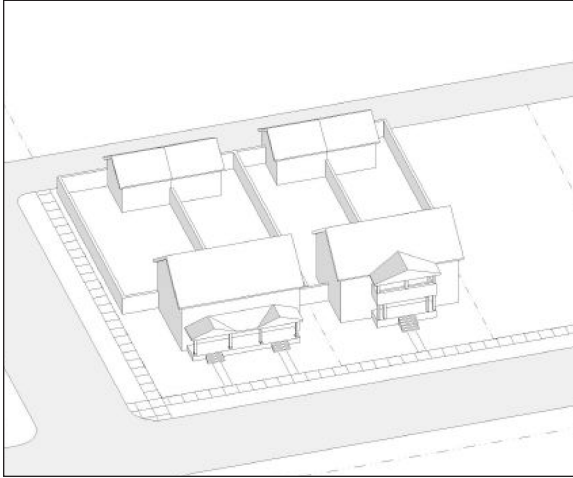
F. FRONTAGE

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

G. BUILDING SIZE AND MASSING

1. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least 3' and one vertical break. Architectural elements such as bay windows, projecting rooms or covered balconies may be provided in lieu of one plane break. [DR]

24N.206.050 Duplex, Triplex, Quadplex



Building Type Diagram

A. DESCRIPTION

A building containing two, three, or four dwelling units that may be located upon a qualifying lot in the T4.5 zone. Each dwelling unit is individually accessed directly from the street. A Duplex, Triplex, Quadplex may be used for non-residential purposes where allowed under E (Allowed Land Uses) of the applicable zone. (Section 24V.200.040 and 24V.200.050) The following text provides performance standards for Duplex, Triplex, Quadplexes.

B. ACCESS

1. Entrances to each dwelling shall be accessed directly from, and face, the street. Access to second floor dwellings shall be by a stairway, which may be open, roofed or enclosed. [E]
2. Where an alley is present, parking and services shall be accessed through the alley. [E]
3. Where an alley is not present, parking and services shall be accessed by way of a driveway 7' to 10' wide, and with 2' planters on each side. [W]
4. On a corner lot without access to an alley, parking and services shall be accessed by driveways of 7' to 8' maximum width, and with 2' planters on each side. [W]



Illustrative Photo - Duplex

C. PARKING AND SERVICES

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

D. OPEN SPACE

1. Each dwelling at the first floor shall have a usable, outdoor space of at least 150 s.f. with a minimum dimension of 8'. [W]
2. Each dwelling accessed above the first floor shall have a usable, outdoor space that may be in balconies or loggias and of at least 150 s.f. with a minimum dimension of 7'. [W]
3. Dwellings accessed at the first floor should provide outdoor space at-grade that is enclosed by landscaping or a wall.



Illustrative Photo - Triplex



Illustrative Photo - Quadplex

E. LANDSCAPE

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

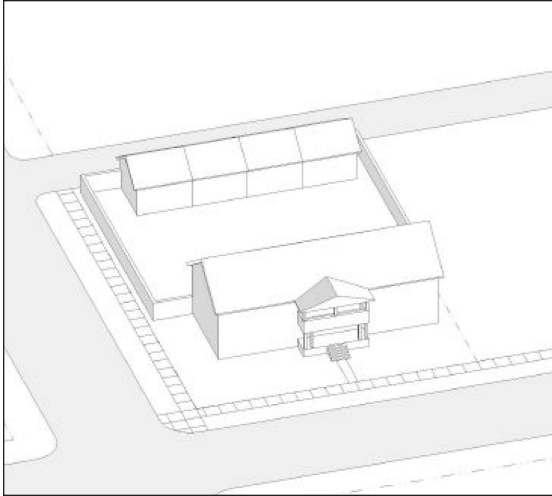
F. FRONTAGE

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

G. BUILDING SIZE AND MASSING

1. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least 3' and one vertical break. Architectural elements such as bay windows, projecting rooms or covered balconies may be provided in lieu of one plane break. [DR]
2. Buildings on corner lots shall be designed with two facades of equal architectural expression. [DR]
3. Buildings shall be massed as large houses, composed principally of two story volumes, each designed to house scale. [DR]
4. Dwellings within buildings may be flats and/or townhouses.

24N.206.060 Villa



Building Type Diagram



Illustrative Photo

A. DESCRIPTION

A large house containing anywhere from two to eight dwelling units. Each dwelling unit is individually accessed from a central lobby, which in turn is accessed directly from the street. A Villa may be used for non-residential purposes where allowed under E (Allowed Land Uses) of the applicable zone. (Section 24V.200.040 and 24V.200.050) The following text provides performance standards for Villas.

B. ACCESS

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

C. PARKING AND SERVICES

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

D. OPEN SPACE

1. Rear yards shall contain a usable, outdoor space of no less than 15% of the area of each lot and of a regular geometry (e.g., rectangular). This yard area is intended for common use by all dwelling occupants. [E]
2. Dwelling units accessed above the first floor may provide usable, outdoor space in balconies or loggias with a minimum dimension of 7'.
3. Dwelling units accessed at the first floor may provide usable, outdoor space, exclusive of the common yard area required above.



Illustrative Photo

E. LANDSCAPE

1. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. [DR]
2. 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).
3. Trees may be placed in side yards to protect the privacy of neighbors.
4. At least one large tree should be provided in each rear yard for shade and privacy.
5. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Decision-Making Authority. [DR]

F. FRONTAGE

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

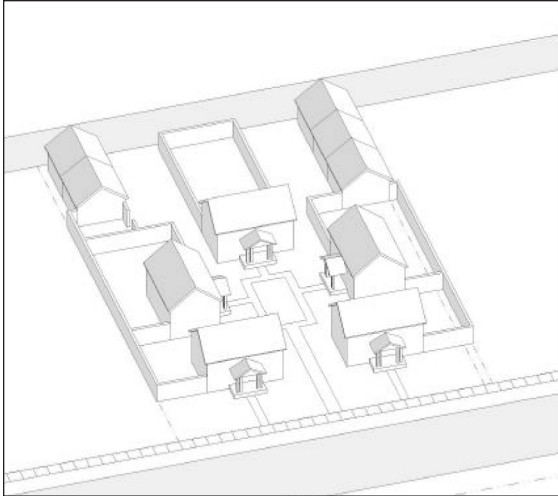


Illustrative Photo

G. BUILDING SIZE AND MASSING

1. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break. Architectural elements such as bay windows, projecting rooms or covered balconies may be provided in lieu of one plane break. [DR]
2. Buildings on corner lots shall be designed with two facades of equal architectural expression. [DR]
3. Buildings shall be massed as large houses, composed principally of two story volumes, each designed to house scale. [DR]
4. Dwellings within buildings may be flats and/or townhouses.

24N.206.070 Bungalow Court



Building Type Diagram



Illustrative Photo

A. DESCRIPTION

Four or more detached houses arranged around a shared courtyard, with pedestrian access to the building entrances from the courtyard and/or street. A Bungalow Court may be used for non-residential purposes where allowed under E (Allowed Land Uses) of the applicable zone. (Section 24V.200.040 and 24V.200.050) The following text provides performance standards for Bungalow Courts.

B. ACCESS

1. Entrances to dwellings shall be directly from the front yard or from the courtyard. [E]
2. Where an alley is present, parking and services shall be accessed through the alley. [E]
3. On a corner lot without access to an alley, parking and services shall be accessed from the side street by driveways of 7' to 8' maximum width, and with 2' planters on each side. [W]
4. On an interior lot without access to an alley, parking and services shall be accessed by a driveway 7' to 10' wide, and with 2' planters on each side. [W]

C. PARKING AND SERVICES

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

D. OPEN SPACE

1. Dwelling entrances shall face a courtyard that comprises at least 15% of the lot area and of a regular geometry (e.g., rectangular). [E]
2. Each dwelling shall have a usable, outdoor space of at least 150 s.f. with a minimum dimension of 8'. This space shall be exclusive of the courtyard and may be located in a side yard and/or the rear yard. [E]
3. Required outdoor space shall be enclosed by a fence, wall or hedge. [DR]



Illustrative Photo

C. LANDSCAPE

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

F. FRONTAGE

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

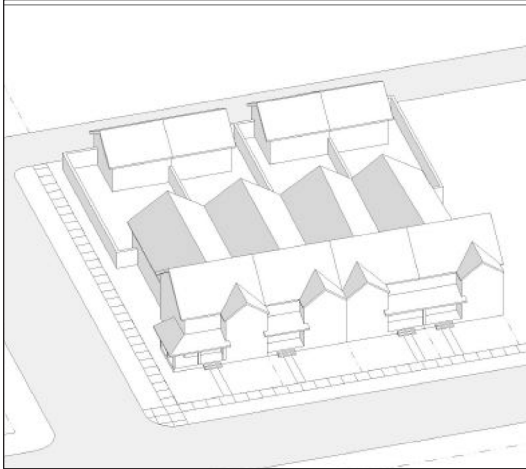


Illustrative Photo

G. BUILDING SIZE AND MASSING

1. Buildings shall be composed of one and/or two story volumes and massed as houses. [DR]
2. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least 3' and one vertical break. Architectural elements such as bay windows, projecting rooms or covered balconies may be provided in lieu of one plane break. [DR]
3. Buildings on corner lots shall be designed with two facades of equal architectural expression. [DR]
4. Dwellings within the buildings may be flats and/or townhouses.

24N.206.080 Rowhouse



Building Type Diagram



Illustrative Photo

A. DESCRIPTION

Two or more detached two or three-story dwellings. A Rowhouse may be used for non-residential purposes where allowed under E (Allowed Land Uses) of the applicable zone. (Section 24V.200.040 and 24V.200.050) The following text provides performance standards for Rowhouses.

B. ACCESS

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

C. PARKING AND SERVICES

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

D. OPEN SPACE

1. One usable, outdoor space shall be provided behind the Rowhouse at no less than 15% of the lot area and of a regular geometry (e.g., rectangular) with a minimum dimension of 20'. [E]



Illustrative Photo

E. LANDSCAPE

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

F. FRONTAGE

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

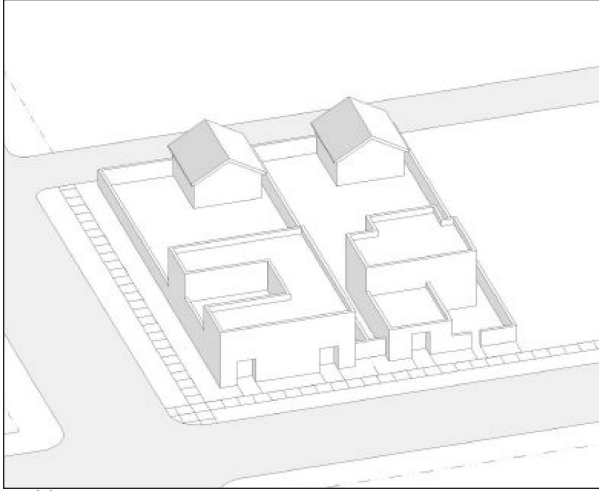


Illustrative Photo

G. BUILDING SIZE AND MASSING

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

24N.206.090 Live-Work



Building Type Diagram



Illustrative Photo

A. DESCRIPTION

An integrated housing unit and working space, occupied and utilized by a single household in a structure, either single family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity at the ground floor. Non-residential uses are identified under E (Allowed Land Uses) of the applicable zone. (Section 24V.200.040 and 24V.200.050) The following text provides performance standards for Live-work buildings.

B. ACCESS

1. Live-Work buildings have one of two methods of pedestrian access. Both methods segregate access to residential occupancy and work activity in either of the following manners:
 - a. The main entrance to the ground floor flex space shall be accessed directly from and face the street, and the upstairs residential occupancy area shall be accessed by a separate entrance and internal stair that is also accessed from and faces the street; or [E]
 - b. The main entrance to the ground floor flex space shall be accessed directly from and face the street, and the upstairs residential occupancy area shall also be accessed by that same entrance but the ground level floor plan shall control access between floor levels through use of a small lobby, room partitions and doors. The intention is to prevent residential occupants and/or guests from needing to traverse through the flex space. [E]
2. Parking and services shall be accessed from an alley or subterranean garage in a Mixed Type Development. This type is not allowed on a lot without an alley or outside of a Mixed Type Development. [E]

C. PARKING AND SERVICES

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

D. OPEN SPACE

1. One usable, outdoor space shall be provided behind the Live-Work building at no less than 15% of the lot area and of a regular geometry (e.g., rectangular) with a minimum dimension of 20'. [E]



Illustrative Photo

E. LANDSCAPE

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

F. FRONTAGE

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

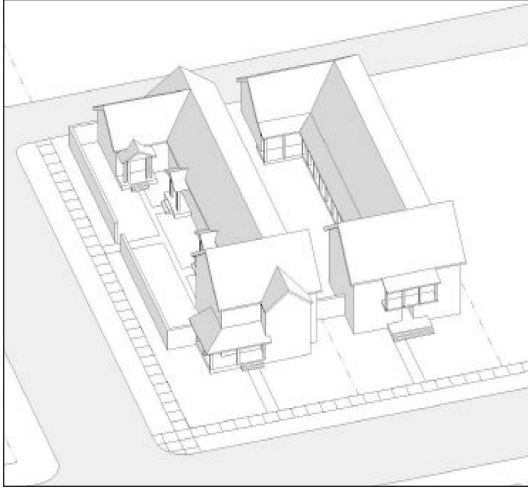


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G. BUILDING SIZE AND MASSING

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

24N.206.100 Side Court Housing



Building Type Diagram

A. DESCRIPTION

A building or group of buildings containing dwelling units arranged on a lot in a row with the first unit facing the street. The primary entrance to each unit is from the side yard or, in the case of units facing the street, the front yard. Side Court Housing may be used for non-residential purposes where allowed by under E (Allowed Land Uses) of the applicable zone. (Section 24V.200.040 and 24V.200.050) A Side Court Building is flanked by a side yard or court of a width comparable to the street maximum setback line and dwellings are accessed via a walkway parallel to that area. The following text provides performance standards for Side Court Housing.

B. ACCESS

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



Illustrative Photo

C. PARKING AND SERVICES

1. Required parking may be at-grade or as subterranean. If provided at-grade, one parking space for each dwelling unit shall be within a garage. The remaining required parking spaces may be within a garage, carport, or as open. [W]
2. Dwellings may have direct on indirect access to their parking stalls(s), or direct access to stalls enclosed within the garage. A combination of these conditions is encouraged.
3. Where an alley is present, services, above ground equipment, and trash container areas should be located on the alley.
4. Where an alley is not present, above ground equipment and trash container areas shall be located at least 10' behind the façade of the building and be screened from view from the street with landscaping or a fence. [W]
5. Parking entrances to subterranean garages and/or driveways should be located as close as possible to the side or rear of each lot.



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D. OPEN SPACE

1. Dwellings shall face an active side yard with a minimum dimension of 20'. [E]
2. Major ground floor rooms shall be open to the active side yard with large windows and, where possible, doors. [DR]
3. When located in an active side yard, a driveway shall be integrated into the design of the yard through the use of a reduced paved area, permeable paving materials or comparable surface area that provides a landscaped aesthetic and usable outdoor space. [DR]
4. Rear yards are not required for this type, as the private, useable outdoor space is provided in the side yard. [E]

E. LANDSCAPE

1. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. [DR]
2. 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).
3. Trees may be placed in side yards to protect the privacy of neighbors.
4. At least one large tree shall be provided in each rear yard for shade and privacy. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Decision-Making Authority. [DR]



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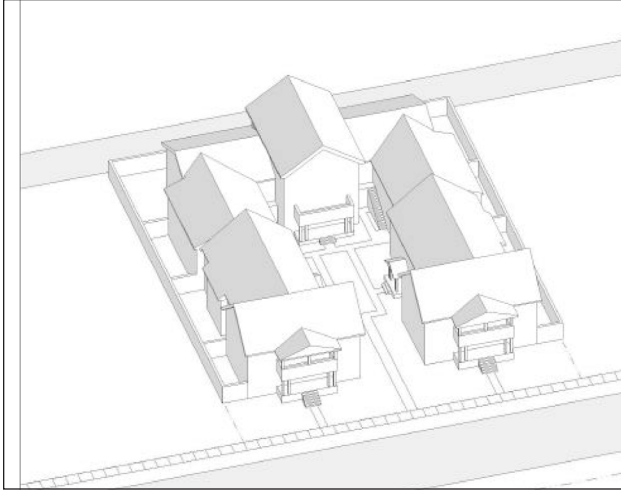
F. FRONTAGE

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

G. BUILDING SIZE AND MASSING

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

24N.206.110 Courtyard Housing



Building Type Diagram

A. DESCRIPTION

A group of dwelling units arranged to share one or more common courtyards upon a qualifying lot. Dwellings take access from the street or the courtyard(s). Dwelling configuration occurs as townhouses, flats, or flats located over or under flats or townhouses. The courtyard is intended to be a semi-public space that is an extension of the public realm. Courtyard Housing may be used for non-residential purposes where allowed under E (Allowed Land Uses) of the applicable zone. (Section 24V.200.040 and 24V.200.050) The following text provides performance standards for Courtyard Housing.

B. ACCESS

1. The main entrance to each ground floor dwelling shall be directly off a common courtyard or directly from the street. [E]
2. Access to no more than three second story dwellings shall be through an open or roofed (but not enclosed) stair. [W]
3. Except for dwellings occurring at the fourth story, elevator access from subterranean parking may be provided between the garage and podium only. [W]
4. Where an alley is present, parking and services shall be accessed through the alley. [E]
5. Where an alley is not present on an interior lot, parking and services should be accessed from the street by a driveway near the side lot line and be flanked by planters, at least 1' wide.
6. On a corner lot without access to an alley, parking and services shall be accessed by driveways of 7' to 8' maximum width, and with 2' planters on each side. [W]

C. PARKING AND SERVICES

1. Required parking may be at-grade or as subterranean. If provided at-grade, one parking space for each dwelling unit shall be within a garage. The remaining required parking spaces may be within a garage, carport, or as open. [W]
2. Dwellings may have direct or indirect access to their parking stall(s) or direct access to stalls enclosed within the garage. A combination of these conditions is encouraged.
3. Where an alley is present, services, above ground equipment, and trash container areas should be located on the alley.
4. Where an alley is not present, above ground equipment and trash container areas shall be located at least 10' behind the façade of the building and be screened from view from the street with landscaping or a fence. [DR]
5. Parking entrances to subterranean garages and/or driveways should be located as close as possible to the side or rear of each lot.

D. OPEN SPACE

1. Minimum courtyard dimensions shall be 30'x30'. [W]
2. Courtyard housing shall be designed to provide a central courtyard and/or partial, multiple, separated or interconnected courtyards with a cumulative total of at least 15% of the lot. [E]
3. Private patios may be provided in side and rear yards and in courtyards.
4. Courtyards shall be connected to the public way and/or to each other by zaguans, or paseos. [E]
5. Zaguans shall be a minimum of 10' wide. [W]
6. Paseos shall be a minimum of 15' wide. [W]



Illustrative Photo

E. LANDSCAPE

1. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. [DR]
2. 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).
3. At least one large tree shall be provided in each rear yard for shade and privacy. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Decision-Making Authority. [DR]
4. Trees may be placed in side yards to protect the privacy of neighbors.
5. At least one large tree planted directly in the ground shall be provided in at least one courtyard for shade, privacy and scale. [DR]
6. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping.

F. FRONTAGE

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

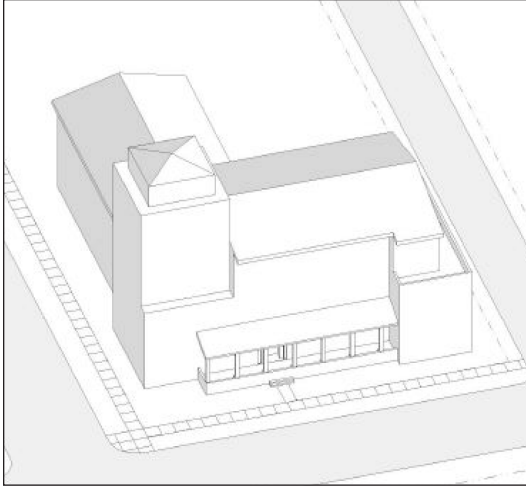


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G. BUILDING SIZE AND MASSING

1. Buildings may contain any four combinations of dwelling unit configurations: flats, flats over flats, townhouses, and townhouses over flats.
2. Dwellings may be as repetitive or unique as deemed by individual designs.
3. Buildings shall be composed of one, two and three story masses, each designed to house scale, and not necessarily representing a single dwelling. [DR]
4. Four story masses shall be minimized inside courtyards and apparent on street frontages. [DR]
5. The intent of these regulations is to provide for Courtyard Housing buildings with varying heights. Suggested height ratios are as follows:
 6. 2.0 stories: 80% 2 stories, 20% 1 stories
 7. 2.5 stories: 60% 2 stories, 40% 3 stories
 - a. 3.0 stories: 35% 2 stories, 50% 3 stories, 15% 4 stories
 - b. 3.5 stories: 15% 2 stories, 60% 3 stories, 25% 4 stories
6. These height ratios are maximums that correspond to the applicable zone.
7. Dwellings at fourth stories shall be accessed by single-loaded corridors or exclusive elevator service and configured as flats. [E]
8. The visibility of elevators and of exterior corridors at the third and/or fourth stories should be minimized by incorporation into the mass of the building.

24N.206.120 Stacked Dwelling



Building Type Diagram

A. DESCRIPTION

A residential building comprised of flats and/or other residential units that does not meet the requirements of any other building type herein. Stacked Dwelling buildings may be used for non-residential purposes where allowed under E (Allowed Land Uses) of the applicable zone. (Section 24V.200.040 and 24V.200.050) The following text provides performance standards for Stacked Dwelling.

B. ACCESS

1. The entrance to the building shall be through a street level lobby or through a combination of street/podium lobby directly accessible from the street. [E]
2. The main entrance to each ground floor dwelling shall be directly from the street. Secondary access may be through an elevator and corridor. Stacked Dwelling buildings within the T5 zone must have non-residential uses at the ground level. [E]
3. Elevator access shall be provided between the subterranean garage and each level of the building where dwelling access occurs. [W]
4. Interior circulation to each dwelling shall be through a single or double-loaded corridor. [E]
5. Where an alley is present, parking shall be accessed through the alley. [E]
6. Where an alley is not present, parking shall be accessed from the street through the building. [E]
7. On a corner lot without access to an alley, parking shall be accessed from the side street through the building. [E]



Illustrative Photo

8. Dwellings can be accessed via a single-loaded, exterior corridor, provided the corridor is designed per the following requirements:
 - a. The open corridor length does not exceed 40 feet. [W]
 - b. The open corridor is designed in the form of a Monterey balcony, a loggia, a terrace, or a wall with window openings.

C. PARKING AND SERVICES

1. Required parking may be at-grade or as subterranean. If provided at-grade, parking spaces may be within a garage, carport, or as open. [W]
2. Dwellings may have indirect access to their parking stalls.
3. Where an alley is present, services, above ground equipment, and trash container areas should be located on the alley.
4. Where an alley is not present, above ground equipment and trash container areas shall be located at least 10' behind the façade of the building and be screened from view from the street with landscaping or a fence. [DR]
5. Parking entrances to subterranean garages and/or driveways should be located as close as possible to the side or rear of each lot.



Illustrative Photo

D. OPEN SPACE

1. The primary shared open space is the rear yard, which shall be designed as a courtyard. Courtyards may be located on the ground or on a podium. Side yards may also be provided for common use gardens. [E]
2. Minimum courtyard dimensions shall be 30'x30'. [W]
3. Courtyards shall not be of a proportion of less than 1:1 between their width and height. [W]
4. Private patios may be provided in side and rear yards.

E. LANDSCAPE

1. Front yard trees, if used, shall be less than the height of the buildings, except at the margins of the lot, where they may be used to frame and separate the building from its neighbors. [DR]
2. Trees may be placed in side yards to create a particular sense of place.
3. At least one large tree shall be provided in the rear yard, planted directly in the ground; except for podium courtyards. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Decision-Making Authority. [DR]
4. Courtyards located over garages shall be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping. [DR]

F. FRONTAGE

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

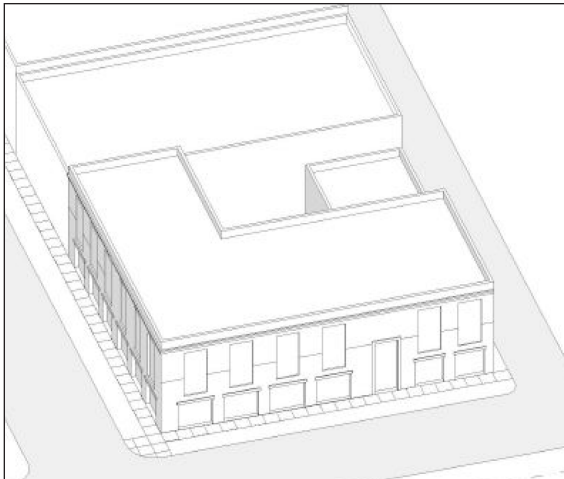


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G. BUILDING SIZE AND MASSING

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

24N.206.130 Commercial Block



Building Type Diagram



A. DESCRIPTION

A building designed for occupancy by retail, service, and/or office uses on the ground floor street frontage, with upper floors configured for commercial use or for dwelling units.

B. ACCESS

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

C. PARKING AND SERVICES

1. Required parking may be at-grade or as subterranean. If provided at-grade, parking spaces may be within a garage, carport, or as open. [W]
2. Dwellings may have indirect access to their parking stalls.
3. Where an alley is present, services, above ground equipment, and trash container areas should be located on the alley. [W]
4. Where an alley is not present, above ground equipment and trash container areas shall be located at least 10' behind the façade of the building and be screened from view from the street with landscaping or a fence. [DR]
5. Parking entrances to subterranean garages and/or driveways shall be located as close as possible to the side or rear of each lot. [DR]
6. Utility, Trash, Recycling, Food Waste and Service Equipment, including satellite receiving dishes, transformers, and backflow devices, shall be located away from streets and enclosed or screened from view by landscaping, fencing or other architectural means. [DR]
7. Trash facilities and recycling containers must always be within structural enclosures and covered as specified in the City of Ventura Public Works "Trash/Recycling Enclosure Guidelines." [DR]
8. Rooftop equipment must be set back a minimum of 10 feet from building walls, screened on all sides, and integrated into the overall building design. [DR]
9. Trash/recycling enclosures and other facilities serviced by trucks should be strategically placed to minimize blockage of street traffic during servicing.



Illustrative Photo

D. OPEN SPACE

1. 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.
2. Courtyards, if provided, shall have a minimum dimension of 30'x30' and shall not be of a proportion of less than 1:1 between their width and length. [W]
3. Private patios may be provided in side and rear yards.

E. 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. At least one large tree shall be provided in the rear yard planted directly in the ground, except for podium courtyards. All parcels abutting residentially zoned parcels shall provide buffer landscaping to screen and minimize building mass as determined by the Decision-Making Authority. [DR]
4. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping.

F. FRONTAGE



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

G. BUILDING SIZE AND MASSING

1. Buildings may contain any of three dwelling types: flats, townhouses, and lofts. [W]
2. Dwellings may be as repetitive or unique, as determined by individual designs.
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.
5. These height ratios are maximums that may exceed that allowed by the applicable zone.
6. The visibility of elevators and of exterior corridors at the third, fourth and/or fifth stories shall be minimized by incorporation into the mass of the building. [DR]

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24N.207

STANDARD DESIGN GUIDELINES

24N.207.010 PURPOSE

These standard design guidelines are intended to ensure new development embodies architectural characteristics that maintain desired human scale, rhythm, and urban character. This is done without prescribing architectural styles. The standard design guidelines are advisory. The standard design guidelines are organized as follows:

- A. Context and Architectural Character
- B. Building Massing and Articulation
- C. Building Walls
- D. Wall Openings
- E. Roofs
- F. Miscellaneous Building Elements
- G. Site Improvements

A. CONTEXT AND ARCHITECTURAL CHARACTER

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

- 1. Building orientation;
- 2. Horizontal and vertical building articulation;
- 3. Architectural style;
- 4. Building scale and proportion;
- 5. Roof line and form;

- 6. Fenestration pattern and detailing;
- 7. Architectural detailing;
- 8. Exterior finish materials and colors; and
- 9. Lighting and landscape patterns.

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

B. BUILDING MASSING AND ARTICULATION

- 1. Each building shall have at minimum a distinctive: horizontal base; occupied middle; and eave, cornice and/or parapet line that complement and balance one another. Horizontal articulations can be produced by material changes or applied to facade elements.
- 2. Each building should have a clear and harmonious pattern of vertically-oriented facade openings including entries, windows, and bays and columns or other exposed vertical supports. Vertical articulations can be produced by variations in rooflines; window groupings; applied facade elements, such as piers or pilasters; bay windows and balconies; entrance stoops and porches; and subtle changes in materials and vertical planes that create shadow lines and textural differences. Vertical elements break up long, monolithic building facades along the street. Major vertical elements should be a maximum of 50 feet apart, measured center-to-center.

3. In T3.1 zone buildings should generally be designed to the scale and form of single-family houses.
4. Building Base - This may be as simple as a small projection of the wall surface and/or a different material or color. IT may be created by a heavier or thicker design treatment of the entire ground floor for a building of two or more floors, or by a setback of the upper floors.
5. Pattern of Features - Windows, wall panels, pilasters, building bays, and storefronts should be based on a module derived from the building's structural bay spacing. Features based on this module should be carried across windowless walls to relive blank, uninteresting surfaces.
6. Building Entrances to Upper Floors - should be directly visible from the street and easy to identify.
 - a. For buildings in T4.5, T4.7, and T5.1 zones:
 - ii. Main building entrances - should be easily identifiable and distinguishable from first floor storefronts. At least one of the following treatments is recommended:
 - a) Marked by a taller mass above, such as a tower, or within a volume that protrudes from the rest of the building surface;
 - b) Located in the center of the facade, as part of a symmetrical overall composition;
 - c) accented by architectural elements, such as columns, overhanging roofs, awnings, and ornamental light fixtures;
 - d) marked or accented by a change in the roofline or change in the roof type.
 - iii. Along North Avenue entries to shops or lobbies should be spaced a maximum of fifty (50) feet apart.
 - iv. Corner buildings - should provide prominent corner entrances for shops and other activity-generating uses.
 - b. For buildings in T3.1 & T4.3 zone:

- i. A clear entry sequence should lead from the sidewalk to the front door. The following elements are recommended:
 - a) Low Hedges, Fences and/or Entry Gates - to define the edge between the public street and private property.
 - b) Stairs, Stoops, and Open Porches - are recommended to create attractive semi-public spaces.
 - (1) Stairs - All stairs should be boxed and framed by attractive stepped bulkheads walls or balustrade railings. Bullnose treads are recommended. Open or "floating" exterior stairs should not be used.
 - (2) Open porches - should have attractive bulkheads or balustrade railings and a roof that complements the pitch and materials of the main roof.
 - c) Ornamental Lighting - for porches and walks to add attractiveness, safety, and security.
 - d) Freestanding Landscape Elements - such as trellises, arbors, and special landscape materials that add character to yard spaces and / or accent the entry sequence.
 - e) Pedestrian Access to Subsurface Parking Garages - should be provided along the building frontages to increase streetside pedestrian activity. Accessways could link directly to the main entrance stoop/porch, or be provided in a separate location. In either case, they should be designed as a prominent, visible element in the overall facade composition.

C. BUILDING WALLS

1. Configuration

- a. Two or more wall materials may be combined on one facade as long as one

- is above the other - lighter materials above those more substantial (e.g. wood above stucco or masonry, or stucco above masonry); dependent, however, upon the chosen style.
- b. All building elements that project from the building wall by more than 16 inches, including, but not limited to, desks, balconies, porch roofs and bays, shall be visibly supported by pilasters, piers, brackets, posts, columns, or beam that are sized proportionally to the structure above. This requirement does not apply to cantilevered elements that are typical for a specific style.
2. Wall Surface Materials - If the building mass and pattern of windows and doors in complex, simple wall surfaces are preferable (e.g. stucco); if the building volume and the pattern of wall openings are simple, additional wall texture and articulation should be employed (e.g. bricks or blocks, rusticated stucco, ornamental reliefs). In both cases, pilasters, columns, and cornices should be used to add visual interest and pedestrian scale.
 3. The palette of wall materials should be kept to a minimum, preferably two (e.g. stucco and tile, brick and stone) or less. Using the same wall materials as adjacent or nearby buildings helps strengthen the district character.
 - a. Brick - Brick veneers should be mortared to give the appearance of structural brick. If used, brick tile applications should use wraparound corner and bullnose pieces to minimize a veneer appearance.
 - b. Stone and Stone Veneers - are appropriate as a basic building material or as special material for wall panels or sills in combination with other materials, such as brick or concrete.
 - c. Poured-in-Place Concrete - options in terms of formwork, pigments, and aggregates should be explored to create rich surfaces. When used, include accents such as ceramic tile or stone for decorative effect.
 - d. Ceramic Tile - is recommended as an accent material.
 - e. Stucco - and/or painted stucco may be used in order to reduce maintenance and increase wear. All stucco surfaces should be smooth to prevent the collection of dirt and surface pollutants, and the deterioration of painted surfaces.
 - f. Wood siding - Even though wood is the predominant material of most existing residential structures in Ventura, it should be avoided due to the areas extreme fire hazard.
 - g. Fiber-Cement or Cementitious Siding: These are exterior siding products composed of Portland cement, ground sand, cellulose fiber and sometimes clay, mixed with water and cured in an autoclave. They are available in planks, panels and shingles and are an acceptable substitute for wood siding when used in the formats described above under wood siding.
 - h. Curtain Wall Systems - Should only be used for limited areas, such as connections between buildings, entrance lobbies, etc.
 - i. Note on Parapet and Cornice Cap Flashings - Sheet metal parapet cap flashings should be painted to match wall or trim color.
 - j. Not Appropriate:
 - i. Simulated finishes - such as artificial stone.
 - ii. Wood shingles and shakes - Vertical board and batten, shingles, or shakes are not recommended in the T4.8, T4.9, and T-5.3 zones; they have a rural/residential character.
 - iii. Plywood siding.
 4. Side and Rear Building Facades - should have a level of trim and finish compatible with the front facade, particularly if they are visible from streets, adjacent parking areas or residential buildings.
 5. Blank Wall Areas - without windows or doors are only permitted on internal-block side-property line walls. Such blank walls should reflect the Ground Level Building Increment, Building Massing & Organization, and Facade

Compositions guidelines. Surface relief, decorative vines, and/or architectural murals and other surface enhancements should also be considered. Any blank exterior wall should also be treated with a graffiti-resistant coating.

6. Color - In general, drab earth tones should not be used. Building walls should contrast trim colors; for example, neutral or light walls with dark colors and saturated hues for accent and ornamental colors; white or light window and door trim on a medium or dark building wall. Colors of adjacent buildings should be taken into consideration.
 - a. Secondary Color - can be used to give additional emphasis to architectural features such as building bases (like a wainscot), plasters, cornices, capitals, and bands.
 - b. Bright Colors - should be used sparingly. Typical applications are fabric awnings and banners. A restrained use of bright colors allows display windows and merchandise to catch the eye and stand out in the visual field.

D. WALL OPENINGS

1. Windows - are an important element of building composition and an indicator of overall building quality:
 - a. All windows within a building, large or small, should be related in operating type, proportions, and trim. Other unifying elements should be used, such as common sill or header lines.
 - b. For storefront buildings: Window-to-Wall Proportion - In general, upper stories should have a window to wall area proportion (typically 30 — 50%) that is smaller than that of ground floor storefronts.
 - c. Window Inset - Glass should be inset a minimum of three (3) inches from the exterior wall surface to add relief to the wall surface; this is especially important for stucco buildings.
 - d. Shaped Frames and Sills - should be used to enhance openings and add additional relief. They should be proportional to the glass area framed; e.g. a larger window should have thicker framing members.
- e. Mullions - "true divided light" windows or sectional windows are recommended where a divided window design is desired; "snap-in" grilles or mullions should not be used.
- f. Glazing - Clear glazing is strongly recommended. Reflective glazing should not be used. If tinted glazing is used, the tint should be kept as light as possible; green, gray, and blue are recommended.
- g. Replacement/Renovation - Wood windows should be replaced with wood windows of the same operating type (e.g. double-hung, casement, etc.; vinyl-covered wood windows are available for lower maintenance). If aluminum replacement windows or doors are used, they should be same operating type - and orientation as the original windows (e.g. do not replace a double hung window with a horizontal sliding window):
 - i. Factory painted - or fluorocoated to match the original; color anodized is also acceptable.
 - ii. Similar in size - and thickness to the original frame and mullions.
2. Storefronts - are like small buildings with their own base, "roofline," and pattern of window and door openings; with the exception of styles, for example, as Art Moderne and Art Deco.
 - a. Base - a panel of tile or other special material is recommended below display windows. Materials recommended for walls (next section) are generally suitable. Base materials should be the same or "heavier" materials visually than walls.
 - i. Brick and wood - should only be used if the rest of the wall surface is the same material; neither material should be used exclusively.
 - ii. Ceramic tile - is frequently used as a storefront base. Dark tile with light stucco is an effective combination. Different colors and sizes of tile may be used for decorative effect.

- b. Display Windows - Large pane windows encompassing a minimum of 60% of the storefront surface area are recommended. Where privacy is desired for restaurants, professional services, etc., windows should be divided into smaller panes.
- c. Clerestory Windows - are horizontal panels of glass between the storefront and the second floor. They are recommended for new or renovated storefronts. Clerestory windows can be good locations for neon, painted-window~ and other relatively non-obtrusive types of signs.
- d. Recessed Entries - are recommended as another traditional element of the main street storefront. Recommended treatments include:
 - i. Special paving materials -such as ceramic tile;
 - ii. Ornamental ceilings – such as coffering;
 - iii. Decorative light fixtures.
- e. Doors - should be substantial and well detailed. They are the one part of the storefront that patrons will invariably touch and feel. They should match the materials, design and character of the display window framing. “Narrowline” aluminum frame doors are not recommended.
- f. Cornices - should be provided at the second floor (or roofline for a one-story building) to differentiate the storefront from upper levels of the building and to add visual interest; this also allows the storefront to function as the base for the rest of the building.

E. ROOFS

1. Forms - Roof forms should complement the building mass and match the principal building in terms of style, detailing and materials. Double-pitched roofs (such as gable, hip, pyramid), dormer windows, and chimneys are recommended to add variety and visual interest when viewed from downtown streets below and hillside areas above. Roofs of historic buildings in Ventura and neighboring cities should be used as an inspiration for new designs. Flat roofs are acceptable, if a strong,

attractively detailed cornice and/or parapet wall is provided. Single-pitched - or “shed” roofs should not be used for the principal building.

2. Parapet walls - are recommended; they should have a distinct shape or profile, e.g. a gable, arc, or raised center.
3. “Commercial Mansards” - i.e. wraparound roofing panels that do not enclose a habitable floor, should not be used.
4. Mansards - should only be used when emulating a traditional building style that typically employs mansard roofs, e.g. Beaux Arts, Victorian, etc. The following guidelines should apply:
5. Buildings are three (3) stories or greater height,
 - a. They enclose no more and no less than one (1) floor of habitable space;
 - b. Dormer windows and other architectural features should occupy a minimum of twenty-five percent (25%) of the roof length.
6. Accent elements - such as flags, cut-out openings, grilles and latticework, ornamental medallions or building numbers are recommended.
7. Mechanical equipment - on rooftops should be screened, preferably behind a parapet roof. Latticework, louvered panels, and other treatments that are compatible with the building’s architecture may also be appropriate.
8. Materials – Encouraged roof surface materials are identified as follows:
 - a. Clay, Ceramic or Concrete Tile - Colorful glazed ceramic tiles are recommended for decorative roof shapes, such as parapets, domes, and turrets.
 - b. Tar and gravel, composition, or elastomeric roofs (at flat roof locations): Light, reflective colors are recommended to minimize heat gain within the buildings. Roof surfaces utilizing these materials should be screened from view from adjacent buildings and sites by parapet walls.
 - c. Metal Seam Roofing - should be anodized,

fluorocoated or painted. Copper and lead roofs should be natural or oxidized.

F. MISCELLANEOUS BUILDING ELEMENTS

1. Trellises, Canopies, Awnings and Other Building-Mounted Accessories.
 - a. Awnings - are recommended. They should be a colorful fabric mounted over a metal structure that is framed and attractive in design. Fabric awnings are generally preferable to permanent canopies. Backlit awnings are strongly discouraged.
 - b. Trellises and Canopies - Materials, color, and form should be derived from the building architecture.
 - c. Height and Projection - trellises, canopies and awnings should be a minimum of seven (7) feet above the sidewalk, and project no more than seven (7) feet out from the building wall.
 - d. Placement - of trellises, canopies and awnings should be above the display windows and below the storefront cornice or sign panel. They should not cover piers, pilasters, clerestory windows or other architectural features. An individual awning or canopy for each storefront or building bay complements the building more effectively than one continuous awning does.
 - e. Accessories - Colorful banners should be used to add variety to the street. Ornamental brackets and poles add further interest. Hanging flower or plant baskets suspended from ornamental brackets of metal or wood are recommended for storefronts.
2. Accessory Buildings
 - a. General - Outbuildings of all types should have architectural treatments derived from the main building: surface materials, trim, fenestration, roof materials, and colors.
 - b. Freestanding Garages - should be unobtrusive, located at the rear of properties to minimize visual impact.
 - c. Single-Car Garage Doors - are strongly recommended, with windows, surface

panels, trim, and other forms of architectural detailing to reduce their impact and scale.

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

G. SITE IMPROVEMENTS

1. Public and Semi-Public Open Space – where provided as part of new development; e.g. pedestrian spaces, arcades, malls, courtyards, etc.
 - a. Spatial Definition – Spaces should be defined by buildings or landscape elements on a minimum of two sides.
 - b. Linkage - Spaces should be publicly accessible during daylight hours and linked to adjacent streets and sidewalks.
 - c. Sequence - Gateways, trellises, special lighting, planting, etc., should be used to create a sequence for pedestrians; for example, an ornamental gate at the sidewalk, a passage lined with columns, and arrival at a courtyard.
2. Walls, Fences and Piers - should be used to define public and private boundaries and spaces.
 - a. Design - Walls, fences, and piers should be designed to be compatible with the character of the principal building(s).
 - i. Walls and fences should be open and/or low along street frontages - to maintain both a public character and sight distance for driveways where they occur.
 - ii. Fence and wall panels - should be divided into regular modules that reflect the module of the principal building.
 - iii. Thick and thin elements - should be used, with thicker pieces for supports and panel divisions. Fence posts and support columns should be emphasized and/or built-up.
 - iv. Walls - should have a base and coping.
 - d. Materials - should be compatible with the principal building. Post or pier materials may differ from fence materials, such as metal fences with masonry piers.

- e. Fences – should be wrought iron, cast iron, and welded steel ornamental fences, or wood picket fences of substantial design. Metal fences also may be mounted on a low masonry wall, and/or spanning masonry piers. Wooden fences in non-residential areas should be painted, preferably a light color.
 - f. Walls – are recommended to be of brick, stone, concrete, precast concrete, stucco-faced concrete, or concrete block.
 - g. Piers - for spatial separation, a line of piers is acceptable. A continuous chain suspended between piers can be an effective and attractive device for creating a separation.
 - i. Spacing: no more than eight (8) feet on center.
 - ii. Thickness: at least eighteen (18) inches per side or diameter.
 - iii. Height: at least three (3) feet, no more than six (6) feet.
 - iv. Materials: should be the same as or complementary to the principal building.
 - h. Not Recommended:
 - i. Chain link fences - If used, chain link should be coated with nylon, preferably of a dark color. Chain link fences can be made more attractive by using masonry or heavy wood posts.
 - ii. Unfinished or unsurfaced concrete block walls - should not be used; block walls should be coated with stucco or a similar surface.
 - iii. Rustic wood fences - should not be used.
 - iv. Barbed wire/plaza wire - should not be used.
3. Paving Materials - recommended for pedestrian surfaces are listed below. In general, a maximum of two materials should be combined in a particular application:
- a. Stone - such as slate or granite.
 - b. Brick Pavers.
 - c. Concrete Unit Pavers.
 - d. Poured-in-Place Concrete - with any of the following treatments: integral pigment color, special aggregate, special scoring pattern, ornamental insets such as tile, or pattern-stamped. All concrete walks should be tinted to reduce glare.
 - e. Not Recommended - asphalt, with the exception of bike paths.
4. Furnishings, Art Work, and Special Features - are recommended for public and/or common outdoor spaces.
- a. Permanent Outdoor Seating — is recommended in all publicly-accessible ways and spaces. Seating should be either:
 - i. Incorporated — as part of the design of the building base, or;
 - ii. Custom designed — in a style related to the architecture of the building (permanent benches of stone, brick or precast concrete), or;
 - iii. Catalog items — of substantial materials; e.g. steel or cast iron, precast concrete, or substantial wood.
 - b. Portable Seating — movable chairs, tables for cafes and other furniture should be of substantial materials; preferably metal or wood rather than plastic. Tables used for outdoor dining within the public right-of-way (i.e. in sidewalk areas) shall be a maximum of three (3) feet in diameter if round and three (3) feet along the longest side if rectilinear.
 - c. Street Clocks, Directory Kiosks, and Permanent Freestanding Showcase Displays - are encouraged for commercial buildings, subject to City review for adequate clearances, safety, and design. Designs should reflect the architecture of the sponsoring building or storefront.
 - d. Fountains - are recommended in open courtyard and passage spaces. The design and materials should relate to the principal building.
 - e. Public Art - such as sculpture, wall murals and other paintings, lighting displays and

special public open spaces are highly encouraged.

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

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

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

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

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

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

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

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

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

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

v. Plant materials that exhibit annual or seasonal color are recommended to highlight special locations; e.g. flanking main building entries and driveways.

b. Shade trees should be planted between every three (3) parking spaces.

Trees shall be round-headed, easy to limb up, and able to thrive in urban conditions.

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

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

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

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

- iv. Plants with annual or seasonal color are recommended to highlight special locations, such as courtyards, building entrances, or access drives.
 - v. Decorative vines should be considered for use along fences, property boundaries, perimeter walls, and on blank building elevations.
 - vi. Palm trees should be used sparingly.
 - vii. Drought-tolerant - and/or native plants should generally be used. Common non-native species such as Juniper, Oleander, and Eucalyptus should not be used.
- d. Mounding Earth — Freestanding earth berms and/or earth berms against buildings encouraged in the T1.1 and T2.1 zones but discouraged in the T3.1, T4.3, T4.5, T4.7, T5.1, SD1, and SD2 zones.

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BLOCKS AND STREETS

24N.208.010 Purpose

Block & Street regulations determine the requirements for the provision, configuration and design of new streets. They are established to enhance the connectivity of the street network, to create safe and attractive streetscape environments, and to encourage walking to and within the Project Area.

24N.208.020 Block Perimeter

A. DEFINITION

1. Block Perimeter is a measure of the total length of the property line along all block faces.
2. Alleys and paseos do not define block faces.
3. The required maximum block perimeter for each transect zone is specified in 24V.200 (Zones and Development Standards).

B. APPLICABILITY

1. Development increments that exceed the specified Maximum Block Perimeter standard must construct new public streets in locations that result in the creation of city blocks that do not exceed the Maximum Block Perimeter.
2. New streets must be designed, configured, and located in accordance with the standards specified in principles set forth in Section 24V.208.030.
3. Figure 6 Breakdown of Large Blocks illustrates, step-by-step, how to introduce new streets and alleyways to subdivide a large parcel into smaller blocks and parcels.

C. PERFORMANCE MEASURES

1. New streets required by this section shall have a connection to Victoria Avenue and other existing streets.
2. Blocks shall be designed to allow unobstructed

bicycle access to the Class I and II bikeways.

3. Wherever possible, new streets shall:
 - a. Align with existing street intersections.
 - b. Be located along existing parcel boundaries.
 - c. Be located and aligned to allow for future direct connections to other streets.

24N.208.030 New Street Types

A. DEFINITION

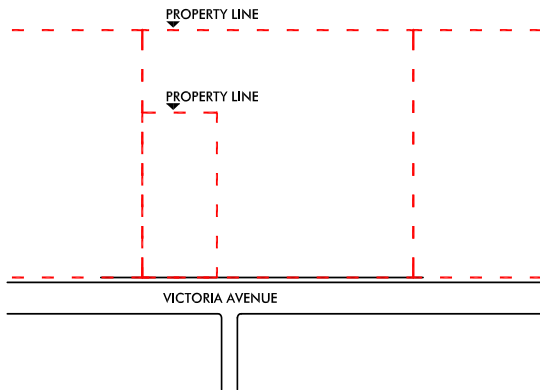
New Streets includes the moving lanes, parking lanes and medians as well as the sidewalk and any sidewalk landscape areas. Streets may be located on private or public land.

B. APPLICABILITY

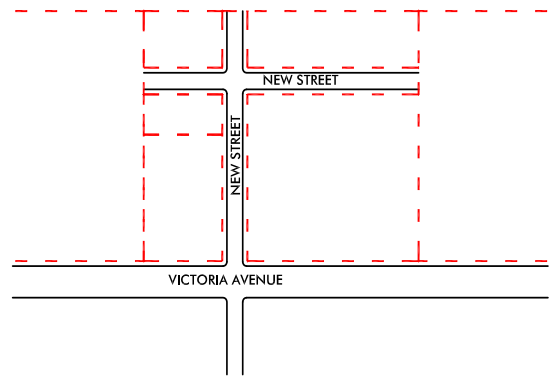
1. New streets are required in order to satisfy Block Perimeter regulations (see section 24N.208.020.)
2. New streets not required by Block Perimeter regulations may be built at the developer's discretion for the purpose of building access or orientation.

C. PERFORMANCE MEASURES

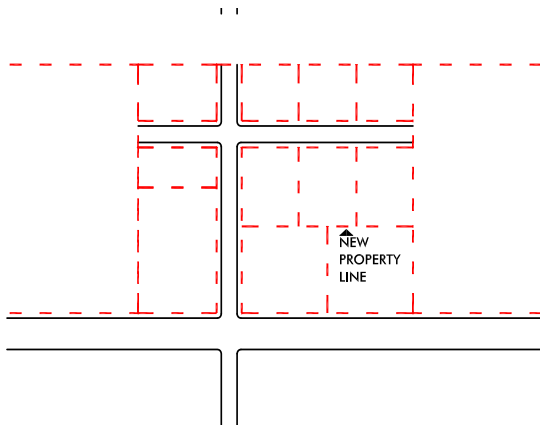
1. For each new street, whether or not it is required by Block Perimeter regulation, a Street Type must be selected from the Street Types permitted for the applicable Transect Zone.
2. New Street Types shall be designed as illustrated in this section.
3. An applicant may propose modifications to the accompanying Street Designs provided that it can be shown that the modified street design satisfies or enhances the streetscape environment as regards each of the following stated goals, subject to review by the Community Development Director.



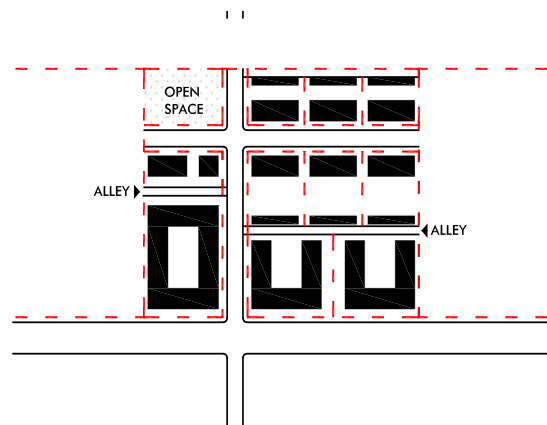
Step 1 – Calculate the parcel size and determine if new blocks and/or streets are required.



Step 2 – Introduce New Streets: Create a layout for new streets according to the principles detailed in Section 24VC.308 Blocks & Streets.



Step 3 – Introduce Lots: Create a layout for lots or nominal lots using lot widths permitted for desired Building Types.



Step 4 – Prepare a preliminary master plan showing the layout of buildings, and open spaces according to the Urban Standards for the applicable Transect Zone. Simultaneously, introduce Alleyways that will provide access to properties and enhance their value and livability.

Figure 6 Breakdown of Large Blocks

4. The Street Types are intended to guide the development of new streets to accomplish the following Street Design Goals:
 - a. Establish a perceivable hierarchy of connected streets that are appropriately designed and scaled to complement development in place and planned.
 - b. Present the city's residents and visitors with multiple route and modal options for travel within and between City districts.
 - c. Provide safe and attractive streetscape environments to provide vehicular capacity while ensuring a safe and welcoming environment for pedestrian, bicyclists and transit riders.
 - d. Create inviting pedestrian environments to encourage walking to and within the Corridor.
 - e. Provide significant plantings of deciduous trees within planting strips and medians to create a lush and attractive neighborhood setting.
 - f. Allow shared bicycle and vehicle use of travel lanes on relatively low volume streets.
5. Thoroughfares shall vary in design (i.e., travel lane widths, sidewalk widths, landscaping, etc.) according to variables including, but not limited to, vehicle capacity, vehicle speed, topography, pedestrian use, bicycle use, circulation, public transit, placement of adjacent buildings and businesses, and function beyond the project development boundaries; all subject to City Engineer approval.
6. Whenever possible, new streets shall connect to existing streets. Cul-de-sacs are permitted only where natural site conditions or utility easements prohibit connection to the street network. If a new street cannot connect to an existing street, it should be located, configured, and built to allow for a connection in the future.
7. In order to maintain or increase the accessibility provided by the block structure of the Corridor districts, existing public streets or alleyways may not be closed permanently unless the closure is part of a plan that will provide new streets in equal or greater numbers.

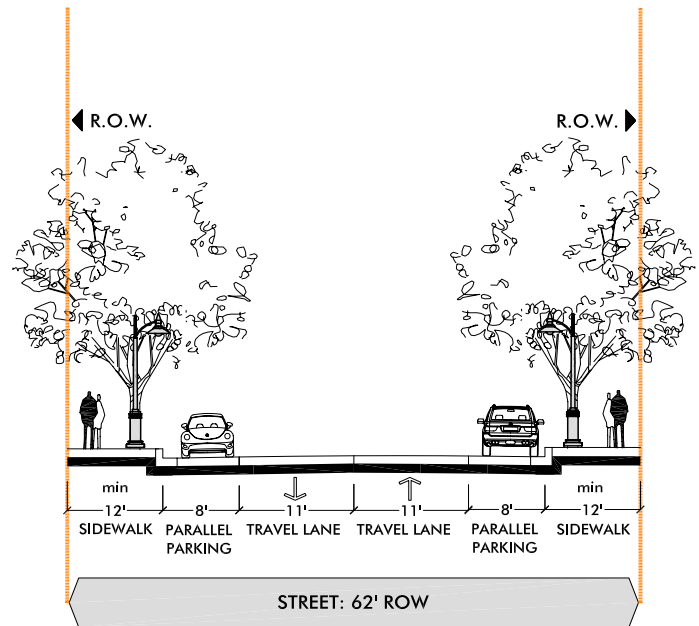
24N.208.040 North Ventura Avenue

A. PURPOSE:

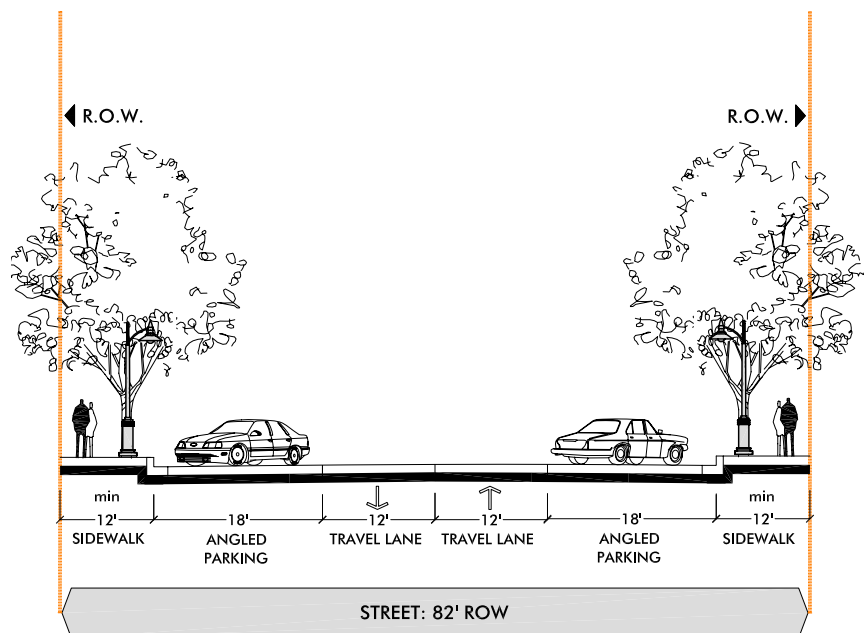
Organize the primary public realm to create an environment suitable for shopping and strolling along active retail and entertainment uses. Main street sidewalks should be wide and unobstructed to provide ample room for walking, and to encourage activities including outdoor dining, locations for kiosks, food carts, and flower stalls. On-street parking is crucial to the success of Main Street.

B. COMPONENTS

1. On-street parking that is oriented parallel or at a 45 degree angle to the curb.
2. Each block shall have two species of large, open-habit, deciduous trees.
3. Trees shall be located in tree grates that are flush mounted at the back of curb, or may be located in islands within the parking lanes.
4. Trees shall be planted at a maximum spacing of 40 feet on-center along the back of sidewalk, or, if located within the parking lanes, trees shall be located between each set of two parking spaces.
5. Trees should be fast growing and deciduous so that they may be maintained in a way that provides unobstructed views to showroom windows and building signage.
6. Pedestrian-scale decorative street lighting shall be provided at a maximum spacing of 40 feet on-center. The light source should be located 12-14 feet above finished grade.
7. Up-lights at the base of trees and at the base of building pilasters may be used to provide additional ornamental lighting.



Main Street Option 1



Main Street Option 2

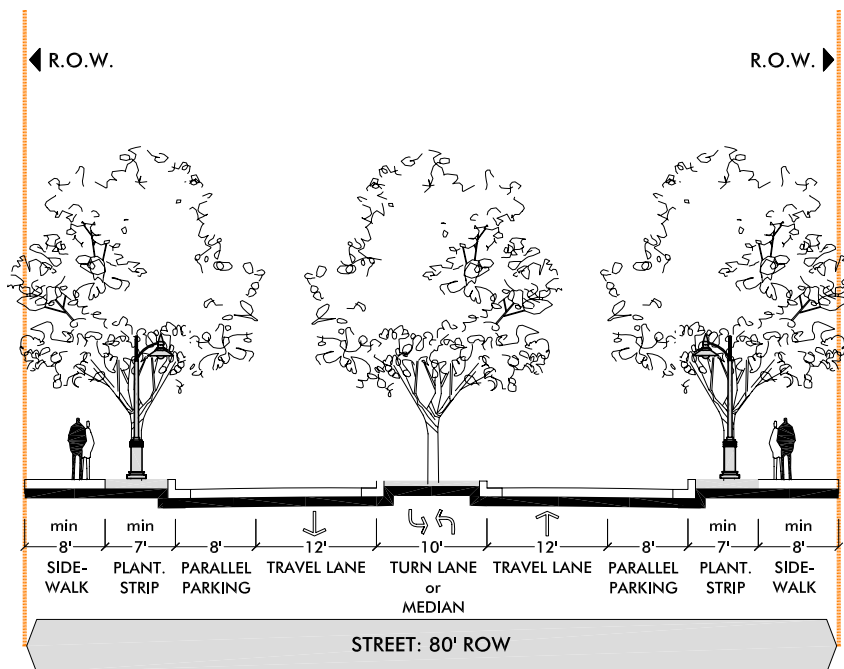
24N.208.050 Collector A

A. PURPOSE:

Provide a secondary street within a Workplace District to accommodate local pedestrian, bicycle and vehicular circulation.

B. COMPONENTS

1. A continuous planting strip along the back or curb.
2. Planting strips and medians shall consist of low lying, drought tolerant ground covers and shrubs.
3. Each block shall have a single species of large, open-habit or upright deciduous trees located in the planting strip.
4. Trees shall be planted at a maximum spacing of 40 feet on-center.
5. Pedestrian-scale decorative street lighting shall be provided within the planter strip at a maximum spacing of 80 feet on-center. The light source should be located 12-14 feet above finished grade.
6. Taller, "boulevard scale" decorative lighting may be provided within planting strip or center median at a maximum spacing of 120 feet on-center.



Workplace Avenue

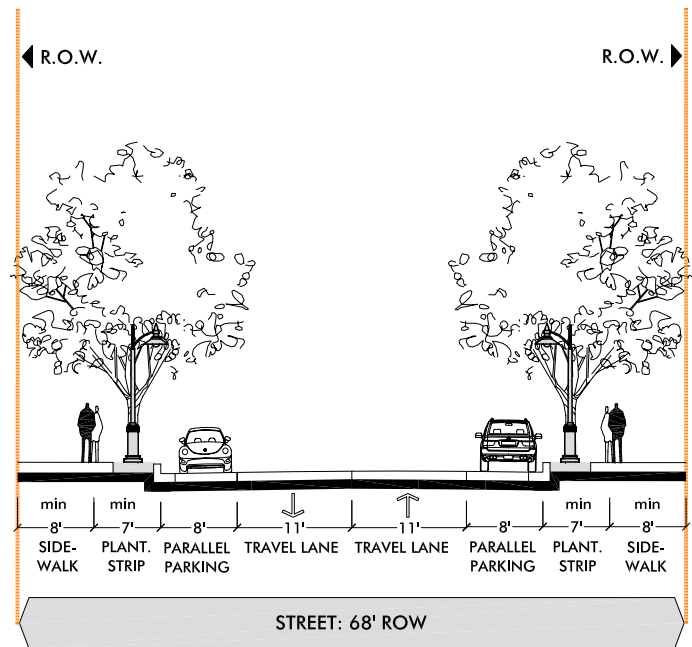
24N.208.060 Collector B

A. PURPOSE

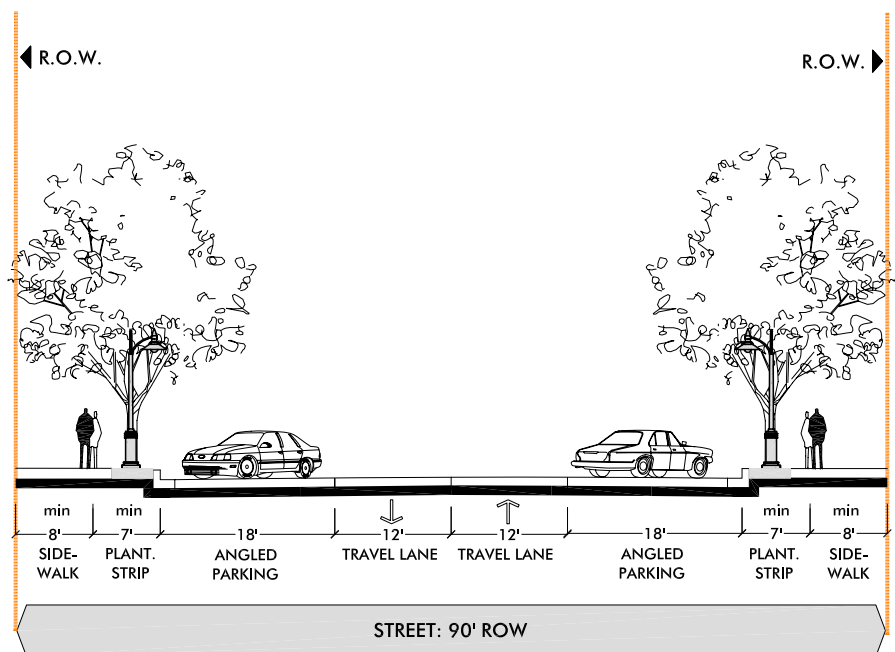
Provide a secondary street within a Workplace District to accommodate local pedestrian, bicycle and vehicular circulation.

B. COMPONENTS

1. A continuous planting strip along the back or curb.
2. Planting strips shall consist of low lying, drought tolerant ground covers and shrubs.
3. Each block shall have a single species of large, open-habit or upright deciduous or evergreen trees located in the planting strip.
4. Trees shall be planted at a maximum spacing of 40 feet on-center.
5. Street lighting located within the planting strip shall illuminate both the thoroughfare and sidewalk environment at a maximum spacing shall be 80 feet on-center.



Workplace Street Option 1



Workplace Street Option 2

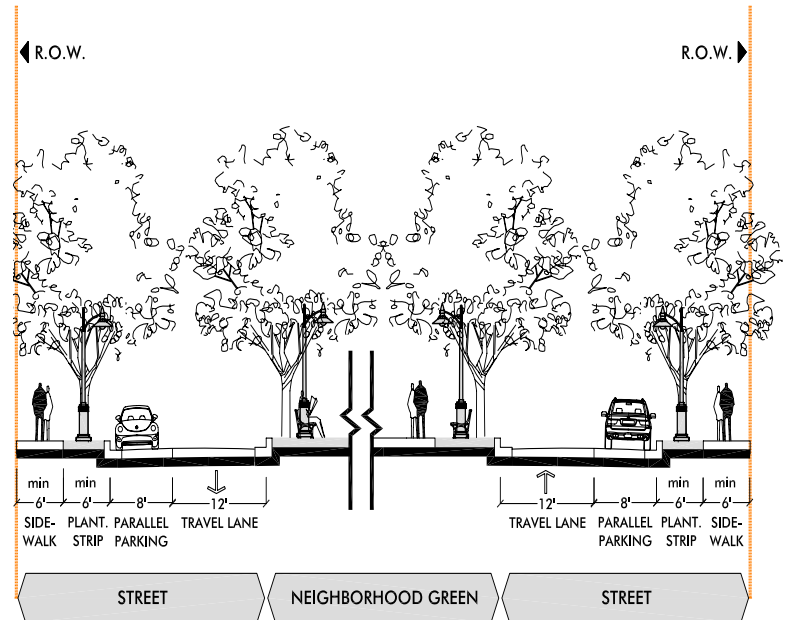
24N.208.070 Collector C

A. PURPOSE:

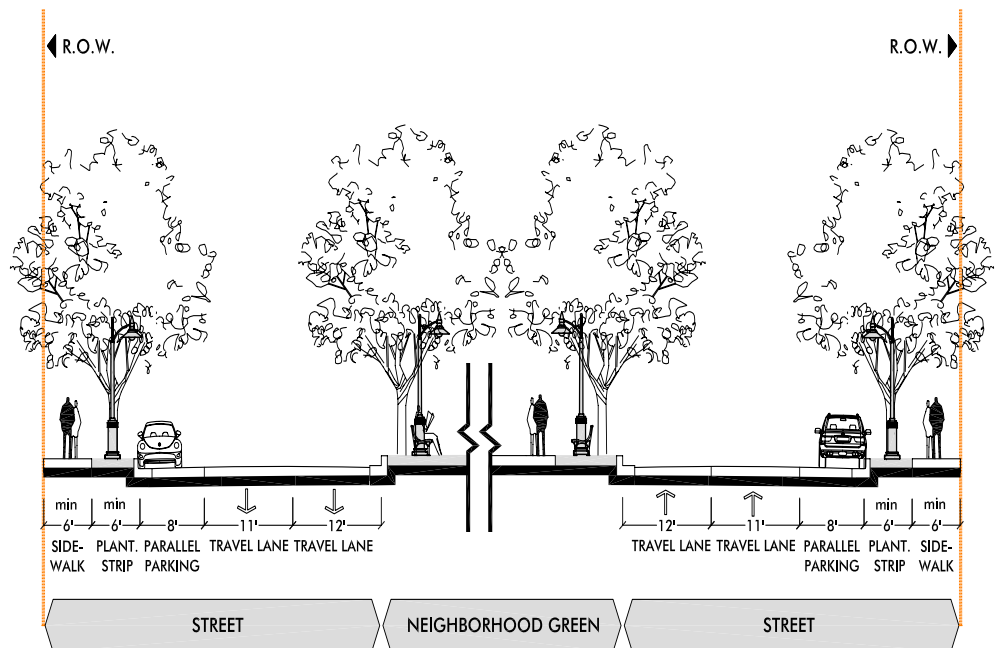
Provide a centrally located open space for public gatherings, surrounded by a streetscape environment that enhances the value of its surroundings.

B. COMPONENTS

1. Large, open-habit deciduous trees in planting strips with trees planted at an average spacing of 30 feet on-center.
2. Pedestrian-scale decorative street lighting along the sidewalk and open space edge with an average spacing of 30 feet on-center. Light source should be located 12-14 feet above finished grade.
3. A Neighborhood Green open space may include consists primarily of plaza spaces, lawns, and trees and shall include public seating.



Neighborhood and Workplace Green Option 1



Neighborhood and Workplace Green Option 2

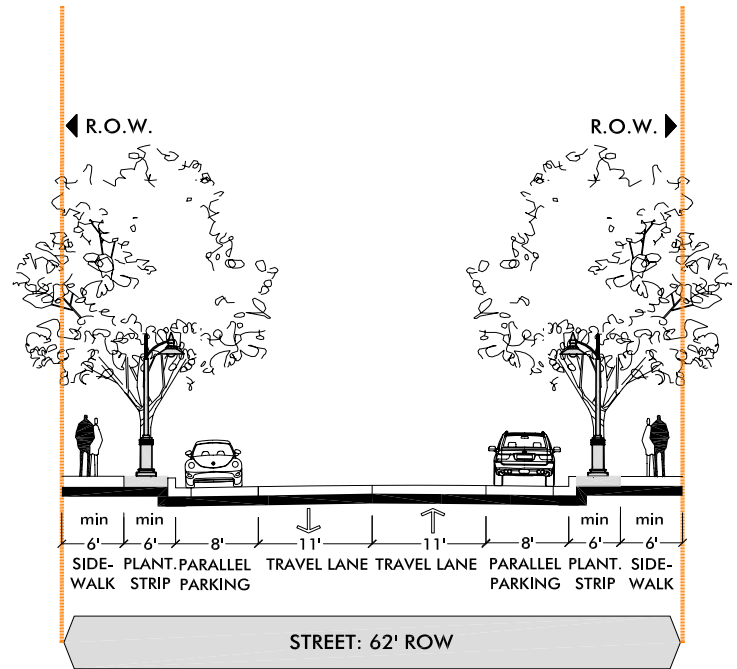
24N.208.080 Neighborhood Street

A. PURPOSE:

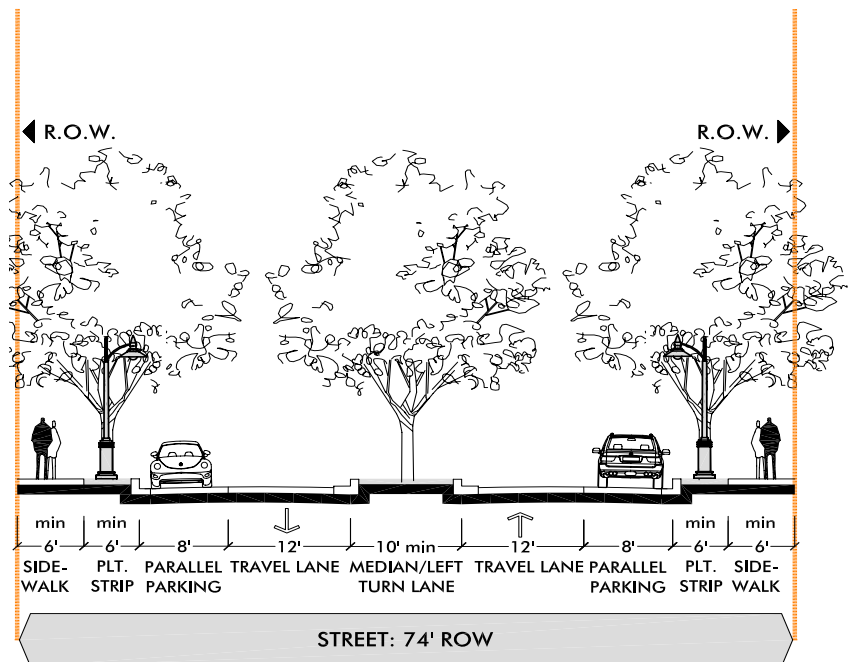
Provide an attractive street to serve as a primary travel corridor within and between neighborhood districts. The Avenue is intended first and foremost to serve residential development and should provide a desirable setting for homes. Applicants are encouraged to include a generously planted central median.

B. COMPONENTS

1. A continuous planting strip along the back or curb.
2. Planting strips and medians shall consist of low lying, drought tolerant ground covers and shrubs.
3. Each block shall have a single species of large, open-habit deciduous trees located in the planting strip.
4. Trees shall be planted at a maximum spacing of 40 feet on-center or, if located within the parking lanes, trees shall be located between each set of two parking spaces.
5. Where trees are located in the parking lane, trees within the planting strip shall be staggered between the trees in parking and evenly spaced for the length of the avenue.
6. Pedestrian-scale decorative street lighting shall be provided within the planter strip at a maximum spacing of 80 feet on-center. The light source should be located 12-14 feet above finished grade.
7. Taller, "boulevard scale" decorative lighting may be provided within planting strip or center median at a maximum spacing of 120 feet on center.
8. A planted center median may be provided with minimum width of 10 feet. The median can be narrowed to accommodate a left-turn lane at major intersections as needed



Neighborhood Avenue Option 1



Neighborhood Avenue Option 2

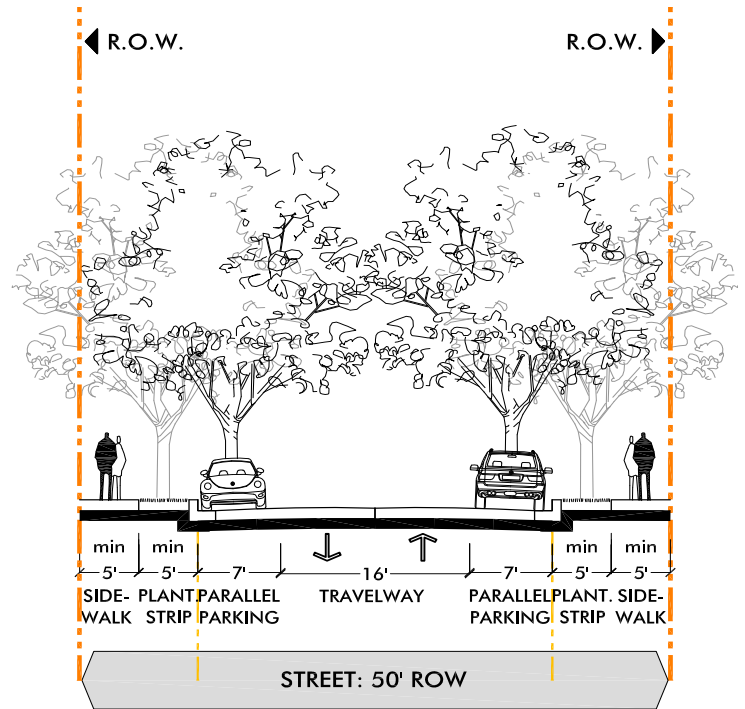
24N.208.090 One-Way Street

A. PURPOSE:

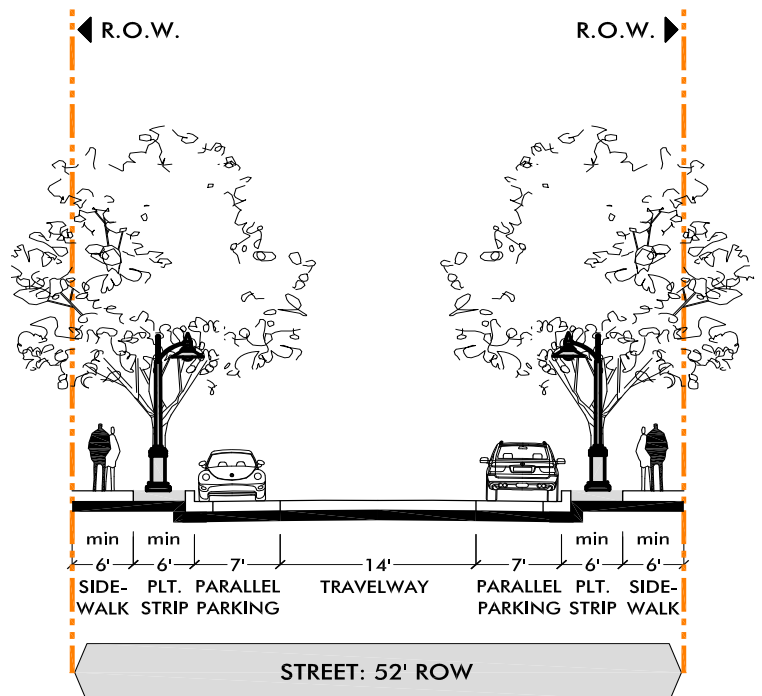
Provide an attractive street to serve residential development. The Neighborhood Street is intended as a narrow yield street to ensure slow moving vehicular traffic.

B. COMPONENTS

1. A continuous planting strip along the back or curb.
2. Planting strips shall consist of low lying, drought tolerant ground covers and shrubs.
3. Each block shall have a single species of large, open-habit deciduous trees located in the planting strip.
4. Trees shall be planted at a maximum spacing of 30 feet on-center or, if located within the parking lanes, trees shall be located between each set of two parking spaces.
5. Where trees are located in the parking lane, trees within the planting strip shall be staggered between the trees in parking and evenly spaced for the length of the avenue.
6. Where trees are located in the parking lane, trees within the planting strip shall be staggered between the trees in parking and evenly spaced for the length of the street.
7. Pedestrian-scale decorative street lighting shall be provided within the planter strip at a maximum spacing of 90 feet on-center. The light source should be located 12-14 feet above finished grade.



Neighborhood Street Option 1



Neighborhood Street Option 2

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24N.209

PARKING & SERVICES

24N.209 Parking & Services

This section contains regulations and guidelines to ensure that parking throughout the North Ventura Avenue Project Area is convenient and accessible, accommodates all land uses, and supports the Plan's intended outcomes.

A. PARKING AND SERVICES PLACEMENT

1. The location of off-street parking services shall be limited to the portions of a lot identified by Diagram C of each Transect Zone and shall not encroach into Front Setback areas unless it is subterranean.

B. PARKING REQUIREMENTS

1. The required minimum number of parking spaces required is specified in section 24V.200 Zones Urban Standards.
2. New on-street parking spaces provided adjacent to new development (including spaces provided as part of the North Avenue Shopfront Overlay and other new streets) may be counted toward the minimum parking requirement for that development.
3. Minimum parking requirements may be reduced in developments where it can be demonstrated that shared parking facilities will meet parking demand without providing separate facilities for each use.
 - a. Developments that contain a mix of workplace and non-workplace uses may reduce non-residential parking requirements by 5% without a parking demand analysis.
 - b. Developments may reduce the required number of car spaces at the rate of one car

space for each five bicycle spaces provided, up to a 10% reduction, subject to the approval of the Community Development Director.

- c. Developments may reduce the required number of car spaces at the rate of one car space for each five motorcycle spaces provided, up to a 10% reduction, subject to the approval of the Community Development Director.
 - d. Developments that contain a mix of workplace and non-workplace uses may be eligible for additional parking requirement reductions if such a reduction is deemed appropriate by an approved parking demand analysis prepared by the applicant (see Urban Land Institute - Shared Parking: Second Edition for a recommended parking demand analysis methodology).
4. Minimum parking requirements may be reduced in developments where it can be demonstrated by an approved parking demand analysis prepared by the applicant that parking demand for the development is lower than assumed by the development code. Potential cases include, but are not limited to:
 - a. Workplace uses with a limited number of employees and/or customers per square foot of floor area.
 - b. Reduced automobile use due to factors such as alternative modes of transportation or captive patrons.

C. ACCESS

1. Parking shall be accessed from new internal streets, alleys or driveways. Cul-de-sacs and dead end streets are prohibited unless topographical constraints prohibit through streets. Alleys may be dead-end if they allow for future connection to adjacent parcels.

Garage doors shall face alleys or driveways. Flag lots are prohibited.

2. Access to parking facilities shall be provided from alleyways wherever possible. Along all streets, the maximum number of curb cuts associated with a single building is 1 two-lane curb cut or 2 one-lane curb cuts.
3. The maximum width of driveways/curb cuts is 12 feet for a one-lane and 24 feet for a two-lane driveway.
4. The total width of parking access openings on the ground level of structured parking may not exceed 30 feet.
5. Driveways shall be set back a minimum of 5 feet from side property lines, and a minimum of 3 feet from adjacent buildings.
6. Exterior driveway surfaces should be paved with non-slip, attractive surfaces such as interlocking unit pavers or scored and colored concrete. New detached, single-family residences shall have exterior driveways constructed of permeable materials.

D. Lots

1. Parking lots built to the required Parking and Services set back line must provide a decorative wall or fence along the set back line
2. Lots shall provide clear pedestrian circulation routes to main building entrances and sidewalks. These routes shall be designed to include sidewalks and walkways with a minimum six foot width and be separated from vehicular areas by curbing and trees.
3. Parking lots shall be illuminated to provide clear views both to and within the site.
4. Lighting and planting plans shall be coordinated to avoid light pole and tree conflicts.
5. Surface parking lots shall be buffered from adjacent development with landscaping, utilizing shrubs, hedges or trees.
6. Landscaping in parking lot interiors and at entries shall not obstruct a driver's clear sight lines to oncoming traffic.
7. In order to provide shade, trees shall be planted in surface parking lots to subdivide continuous

rows of parking stalls at a minimum spacing of 1 tree every 5 spaces.

8. Trees shall be located between the longer dimension of angled or perpendicular parking stalls. Trees planted between two abutting head-to-head parking stalls do not satisfy the requirement.
9. Trees shall be planted in curbed landscape islands with inlets to allow infiltration of surface water runoff or in flush tree wells with tree guards.
10. Wheel stops shall be used adjacent to tree wells and planter areas to protect landscaping from car overhangs.
11. Trees in parking areas should be large and have a high-branching, broad-headed form to create maximum shade.
12. Curbed planting areas should be provided at the end of each parking aisle to protect parked vehicles from turning movements of other vehicles.
13. The main pedestrian route from a parking lot to a building entrance should be easily recognizable, accessible, and demarcated by special paving or landscaping, such as a shaded promenade, trellis, or ornamental planting.
14. Surfaced parking shall utilize permeable paving.
15. Bio-filtration swales are encouraged wherever possible.

E. STRUCTURES

1. Parking Structures shall be located and designed to minimize their visual impact on public streets and public spaces.
2. Subterranean parking shall not extend beyond the building footprint and may rise to a height of 3' max. above finished grade, provided that the garage perimeter wall either aligns with the face of building or becomes part of a Stoop or Door Yard Frontage Type.

MIXED TYPE DEVELOPMENT STANDARDS

24N.210.010 Purpose

This section regulates the development of large parcels or parcel assemblages. The intent is to:

1. Require buildings with massing and articulation that reflects the scale of the North Ventura Avenue Community development pattern and prevent large, monolithic, and repetitive buildings.
2. Ensure a mix of workplace, housing, and commercial uses consistent with General Plan goals.
3. Create a prestigious business center by emphasizing development of offices that would bring about high-value, high-wage jobs, and with supplemental supporting retail and residential uses.

24N.210.020 Submittal Requirements

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

24N.210.030 Standards

Each building within a Mixed Type Development shall comply with the applicable Transect Zone's Urban Standards and corresponding Regulations. However, standards and regulations shall be amended as follows:

A. MIXED BUILDING TYPES

Any parcel or parcel assemblage with a contiguous area of 20,000 square feet or more shall be developed as mixed type development in accordance with the standards in this section. Parcels or parcel assemblages with a contiguous area less than 20,000 square feet may also be developed as mixed type development.

1. A variation in building height and a mix of various building, use, and dwelling types within the same project is required.
2. Developments on parcels or parcel assemblages between 20,000 s.f. and 50,000 s.f. shall be composed of at least two (2) buildings or shall be designed to have the appearance of multiple independent buildings that may be of the same or different building types as allowed by the applicable zone.
3. Developments on parcels or parcel assemblages exceeding 50,000 s.f. shall be composed of at least three (3) buildings and/or shall be designed to have the appearance of multiple independent buildings that may be of the same or different building types as allowed by the applicable zone.
4. Mixed Type Developments allow for the inclusion of Stacked Dwellings if they are integrated into the overall design of a project.
5. Public buildings that, if included, should be located in visually prominent central locations recognizable and accessible to the public.

B. PEDESTRIAN ACCESS

Any parcel or parcel assemblage with a contiguous area of 20,000 sf or more shall conform to the Pedestrian Access requirements in accordance with the standards in this section. Parcels or parcel assemblages with a contiguous area less than 20,000 sf may also be developed as Mixed Type Development.

The relatively large blocks and resulting deep lots often accommodate buildings within the block that do not necessarily have direct frontage on any of the block bounding streets. These standards aim at ensuring that all dwelling units and/or residential lobbies independent of their location within a block have access to and are connected with the public realm.

1. The public realm shall extend into the block in the form of new streets, paseos and/or interconnected courtyards that provide direct access to a public street
2. Paseos and courtyards are limited to pedestrian traffic.
3. In no case may a vehicular driveway be the sole means of access to a dwelling
4. Permitted building types shall be arranged around and take their primary access from this semi-public extension of the public realm.
5. Semi-public paseos and courtyards that serve as an extension of the public realm shall have the following minimum dimensions and setbacks:
 - a. Paseos shall be a minimum of 10 feet wide between primary building walls. Architectural encroachments are not permitted.
 - b. Courtyards shall be at minimum 30'x30'. Architectural encroachments are permitted as per the Zones & Development Standards.

C. VEHICULAR ACCESS

Any parcel or parcel assemblage with a contiguous area of 20,000 sf or more shall conform to the Vehicular Access requirements in accordance with the standards in this section. Parcels or parcel assemblages with a contiguous area less than 20,000 sf may also be developed as Mixed Type Development.

1. Parking shall be accessed from new internal streets, alleys or driveways. Cul-de-sacs and dead end streets are prohibited unless topographical constraints prohibit through streets. Alleys may be dead-end if they allow for future connection to adjacent parcels. Garage doors shall face alleys or driveways. Flag lots are prohibited.
2. Thoroughfares shall fluctuate in design (i.e., travel lane widths, sidewalk widths, landscaping, etc.) according to variables including, but not limited to, vehicle capacity, vehicle speed, topography, pedestrian (including bicycle use) circulation, public transit, placement of adjacent buildings and businesses, and function beyond the project development boundaries; all subject to City Engineer approval.

D. MASSING AND ARTICULATION

Development shall be designed as if buildings were built on narrow lots; subject to decision-making authority discretion for lesser or greater widths. Each building shall have a clear and harmonious pattern of vertically-oriented facade openings including entries, windows, and bays and columns or other

exposed vertical supports. Vertical articulations can be produced by variations in rooflines, window groupings, applied facade elements such as piers or pilasters, bay windows and subtle changes in materials and vertical planes that create shadow lines and textural differences. Vertical elements break up long, monolithic building facades along the street. Major vertical elements should be a maximum of 50 ft apart measured center-to-center.

E. MIX OF USES

The following standards shall apply to Mixed Type Developments until such a time as the Community Development Director determines that an adequate amount of workplace exists in the corridor:

1. In the T4.5, T4.7, and T5.1 Transect Zones, the ground floor of all development shall be occupied by workplace or retail uses.

24N.211

SIGNS

24N.211.010 Purpose and Applicability

A. PURPOSE

This section contains standards and guidelines for signage to ensure that signs installed in the Corridor are consistent with the overall quality and character of new development. Please refer to the City of Ventura for all sign related information or regulations not specifically addressed in this sign section of the Corridor Plan.

B. APPLICABILITY

1. The sign standards determine the allowed type and size, material, design, and maintenance requirements for signage on commercial and residential development. In the event of a conflict between this Section and any other City code, the provisions of this Section shall apply. Signage displayed on the public right-of-way (i.e. portable menu board signs) shall be addressed pursuant to the City's Municipal Code. All issues not specifically addressed herein shall be addressed pursuant to the City's Municipal Code.
2. The replacement of nonresidential signs due to tenant changes is exempt from this section if:
 - a. No other exterior alterations are proposed; and
 - b. The proposed sign is in compliance with the existing approved sign program.

24N.211.020 Permit Requirements

A. INDIVIDUAL SIGNS

The Director shall have the authority to review and approve all signs complying with the standards of this Article except as otherwise noted. The Director may also forward any sign requests to the Design Review

Committee for decision. Signs forwarded to the Design Review Committee shall be reviewed pursuant to Sec. 24.545.030 of the Municipal Code. Any sign requests not complying with these standards shall require Warrant approval.

B. SIGN PROGRAM REQUIREMENTS

3. A master sign plan shall be required for:
 - a. A new nonresidential project with four or more tenants;
 - b. A site where the total area of signs for any use exceeds 100 square feet; or
 - c. Major rehabilitation work on an existing nonresidential project with four or more tenants, that involves exterior remodeling, and/or the application proposes modification to 50 percent or more of the existing signs on the site within a 12-month period. For the purposes of this Chapter, major rehabilitation means adding more than 50 percent to the gross floor area of the structure(s), or exterior redesign of more than 50 percent of the length of any facade within the project.
2. Each sign installed or replaced within the nonresidential project shall comply with the approved master sign plan.

24N.211.030 General Standards & Guidelines

The following definitions, standards, and guidelines shall apply to all signs, regardless of type.

A. DEFINITIONS

1. Animation: More than one change in sign's message or lighting within a single twenty-four (24) hour period.

2. Exposed Incandescent Bulb Illumination: The illumination of a sign by incandescent bulbs that are mounted directly to the face of the sign
3. Exposed Neon Tube Illumination: The illumination of a sign by neon tubes that are mounted directly to the face of the sign.
4. External Illumination: The illumination of a sign by projecting light on to the face of the sign from a light source located outside of the sign, such as "gooseneck" lamps.
5. Halo Illumination: The illumination of a sign by projecting light behind an opaque letter or emblem which results in the appearance of ring of light around the unilluminated letter or emblem.
6. Internal Illumination: The illumination of a sign by projecting light on a translucent panel from a light source located inside of an enclosed sign cabinet.
7. Window Area: Any window pane or group of window panes contained entirely within glazing separators (muntins, mullions, piers, columns, etc.) of one and one quarter (1 ¼) inches or greater in width. Multiple window panes divided by glazing separators less than one and one quarter (1 ¼) inches in width shall be considered to be a single window area.

B. STANDARDS

1. For each establishment, one and one-half (1½) square feet of total sign area shall be allowed for each linear foot of street frontage. This standard shall be known hereafter as the Linear Frontage Ratio. Unless otherwise noted, all signs (including temporary signs) shall count toward the total sign area permitted based on the Linear Frontage Ratio. For multi-tenant buildings, each establishment shall be calculated individually. For corner establishments, each facade shall be calculated individually. Permitted sign area based on the linear frontage of one establishment or facade shall not be placed on another establishment or facade.
2. Commercial messages that identify, advertise, or attract attention to a business, product, service, or event or activity sold, existing, or offered elsewhere than upon the same property where the sign is displayed are expressly prohibited.
3. With the exception of temporary window signs, content including contact information such as telephone numbers, e-mail addresses, and websites are prohibited.
4. "Canned" signs are internally illuminated plastic

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

C. GUIDELINES

1. In general, only natural construction materials such as wood, metals, ceramic, and stone should be used for signs. Synthetic materials should only be used if they are designed to resemble the recommended natural materials. Plastic or acrylic panels are strongly discouraged.
2. Illumination should consist of incandescent, halogen, neon, LED, and metal halide light sources only. High pressure sodium, low pressure sodium, and fluorescent lighting are strongly discouraged.
3. Contrasting colors should be used between the color of the background and the letters of symbols used. Light letters on a dark background or dark letters on a light background are most legible.
4. Colors or color combinations that interfere with the legibility of the sign copy should be avoided. Too many colors can confuse the message of a sign.
5. Fluorescent colors should be limited to ten (10) square feet of sign area per façade per establishment.
6. Sign design, including color, should be appropriate to the establishment, conveying a sense of what type of business is being advertised.
7. The location of all permanent signs should be incorporated into the architectural design of the building. Placement of signs should be considered part of the overall facade design. Sign locations should be carefully considered, and align with major architectural features.
8. Storefront signage should help create architectural variety from establishment to establishment. In multi-tenant buildings, signage should be used to create interest and variety.
9. All signs (including temporary signs) should present a neat and aligned appearance.
10. All signs (including temporary signs) should be constructed and installed utilizing the services of a professional sign fabricator.

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24N.211.040 Sign Type Standards & Guidelines

A property's permitted sign types are determined by Transect Zone as shown on Table E., Sign Types. When a property fronts multiple Corridor Types, multiple Sign Types may be combined on that property. For the purposes of this plan, the following Sign Types are established (see the summary of Sign Types on the opposite page):

- A. Monument Sign**
- B. Grand Projecting Sign**
- C. Marquee Sign**
- D. Mural**
- E. Wall Sign**
- F. Blade Sign**
- G. Projecting Sign**
- H. Awning Face Sign**
- I. Awning Valance Sign**
- J. Awning Side Sign**
- K. Above Awning Sign**
- L. Under Awning Sign**
- M. Canopy Facia Sign**
- N. Above Canopy Sign**
- O. Under Canopy Sign**
- P. Recessed Entry Sign**
- Q. Window Sign**
- R. Building Identification Canopy Facia Sign**
- S. Building Identification Wall Sign**
- T. Building Identification Window Sign**
- U. Temporary Window Sign**
- V. Temporary Wall Sign**
- W. Portable Signs**

Table E Sign Types

Transect Zone →	T1.1	T2.1	T3.1	T4.3	T4.5	T4.7	T5.1	SD1	SD2	POS
A. Monument Sign	P	P	-	-	-	-	-	P	P	P
B. Grand Projecting Sign	-	-	-	-	-	P	P	-	-	-
C. Marquee Sign	-	-	-	-	-	P	P	-	-	-
D. Mural	-	-	-	-	P	P	P	P	P	-
E. Wall Sign	-	P	-	P	P	P	P	P	P	-
F. Blade Sign	-	P	-	P	P	P	P	P	P	-
G. Projecting Sign	-	-	-	-	P	P	P	-	-	-
H. Awning Face Sign	-	-	-	-	P	P	P	-	-	-
I. Awning Valance Sign	-	-	-	-	P	P	P	-	-	-
J. Awning Side Sign	-	-	-	-	P	P	P	-	-	-
K. Under Awning Sign	-	-	-	-	P	P	P	-	-	-
L. Canopy Fascia Sign	-	-	-	-	P	P	P	-	-	-
M. Under Canopy Sign	-	-	-	-	P	P	P	-	-	-
N. Recessed Entry Sign	-	-	-	-	P	P	P	-	-	-
O. Window Sign	-	P	-	P	P	P	P	P	P	-
P. Building Identification Canopy Fascia Sign	-	-	-	-	P	P	P	-	-	-
Q. Building Identification Wall Sign	-	P	-	P	P	P	P	P	P	-
R. Building Identification Window Sign	-	P	-	P	P	P	P	P	P	-
S. Temporary Window Sign	-	P	-	P	P	P	P	P	P	-
T. Temporary Wall Sign	-	P	-	P	P	P	P	P	P	-
U. Portable Sign	-	P	-	P	P	P	P	P	P	P

(P) Permitted; (-) Not Permitted

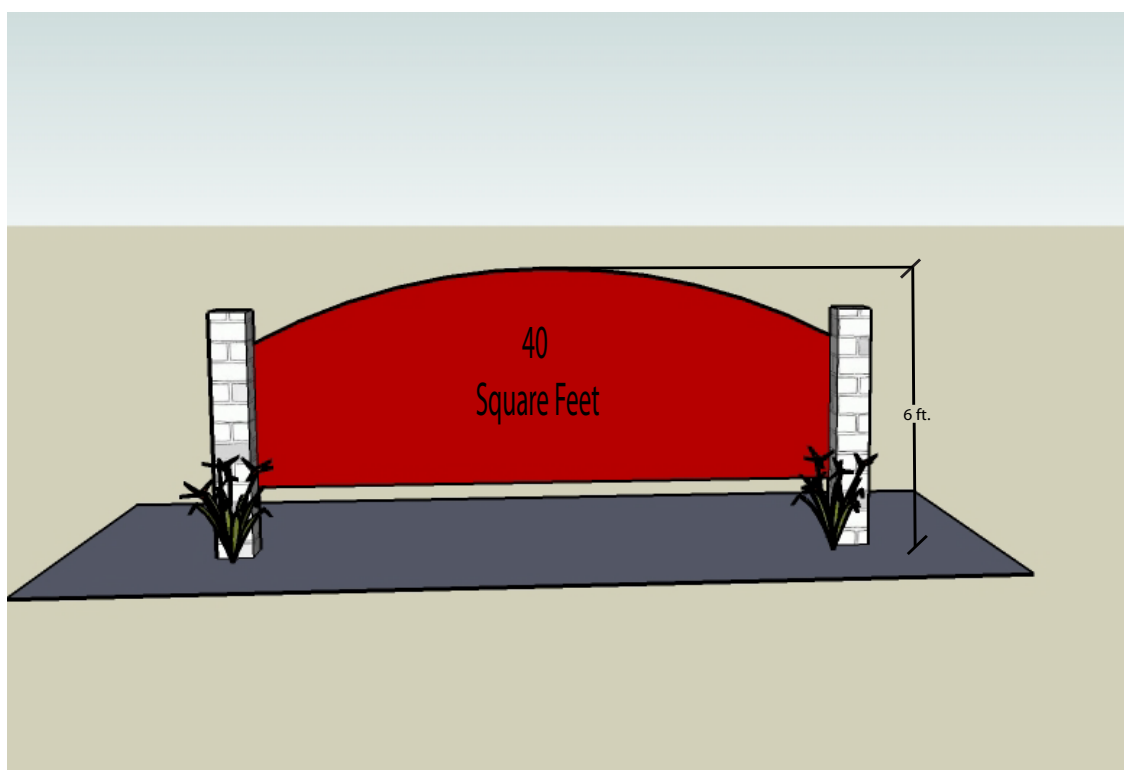
A. MONUMENT SIGN

A monument sign is a permanent sign supported by one or more braces in or upon the ground.

Monument signs are permitted subject to Design Review pursuant to Sec. 24.420.070. of the Municipal Code.

1. Standards

- a. A monument sign may have a maximum sign area of 40 square feet and a maximum height of six feet as measured from the highest point of the sign structure.
- b. Any such monument sign and all its structural supports shall be located a minimum of three feet from all property lines and a minimum of ten feet from the face of any curb line.
- c. No part of a monument sign or its structural supports shall extend over any public right-of-way.
- d. Monument signs may be located in a landscape area only to the extent approved by the decision-making authority through the design review process pursuant to chapter 24.545.



B. GRAND PROJECTING SIGN

Grand Projecting Signs are tall, large, vertically oriented signs which project from the building perpendicular to the façade and which are structurally integrated into the building.

1. Standards

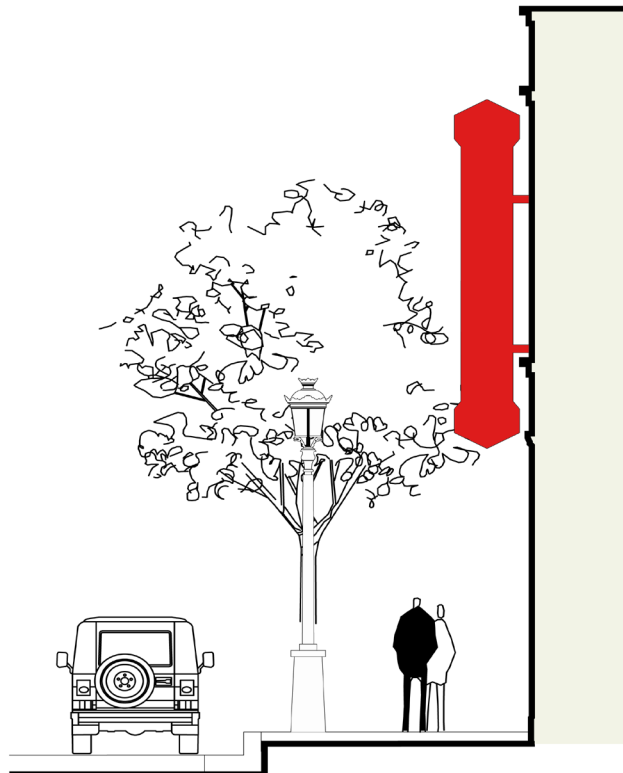
- a. Only one (1) Grand Projecting Sign shall be permitted per establishment.
- b. The area of Grand Projecting Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- c. Grand Projecting Signs shall be no taller than thirty (30) feet from the bottom-most part of the sign to the tallest part of the sign.
- d. Grand Projecting Signs may use animation provided such animation consists of flashing lights or chase lights only.
- e. Grand Projecting Signs shall project no more than six (6) feet from the façade of the building.
- f. No portion of a Grand Projecting Sign shall be lower than twelve (12) feet above

the level of the sidewalk or other public right-of-way over which it projects.

- g. Letter width shall not exceed two-thirds (2/3) of the sign width.
- h. No portion of a Grand Projecting Sign shall extend more than ten (10) feet above the roofline.

2. Guidelines

- a. Materials used in Grand Projecting Signs should be metal and paint only.
- b. Grand Projecting Signs should be illuminated by exposed neon tube illumination or exposed incandescent bulb illumination only.
- c. Letters should be oriented right-side-up and stacked in a single upright row with the first letter being at the top of the sign and the last letter being at the bottom.



C. MARQUEE SIGN

Marquee Signs are large, canopy-like structures mounted over the entrance to a theater.

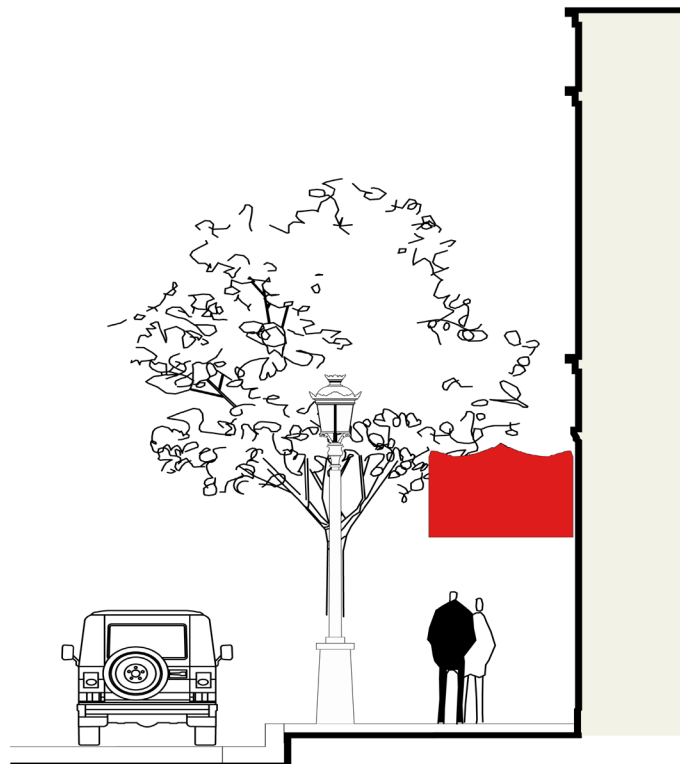
1. Standards

- a. Marquee Signs shall only be located directly above the primary public entrance of the theatre.
- b. Only one (1) Marquee Sign shall be permitted per establishment.
- c. The area of Marquee Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- d. Marquee Signs shall have no more than three (3) faces. The total area of all faces of a marquee sign shall not exceed five hundred (500) square feet.
- e. Marquee Signs may use animation provided such animation consists of flashing lights or chase lights only.
- f. Marquee signs shall project no more than twelve (12) feet from the façade of the building.
- g. No portion of a Marquee Sign shall be lower than eight (8) feet above the level of

the sidewalk or other public right-of-way over which it projects.

2. Guidelines

- a. Materials used in Marquee Signs should be metal and paint only with the exception that plastic or acrylic may be used for readerboards.
- b. Marquee Signs should be illuminated by exposed neon tube illumination or exposed incandescent bulb illumination only, with the exception that readerboards may use internal illumination.



D. MURALS

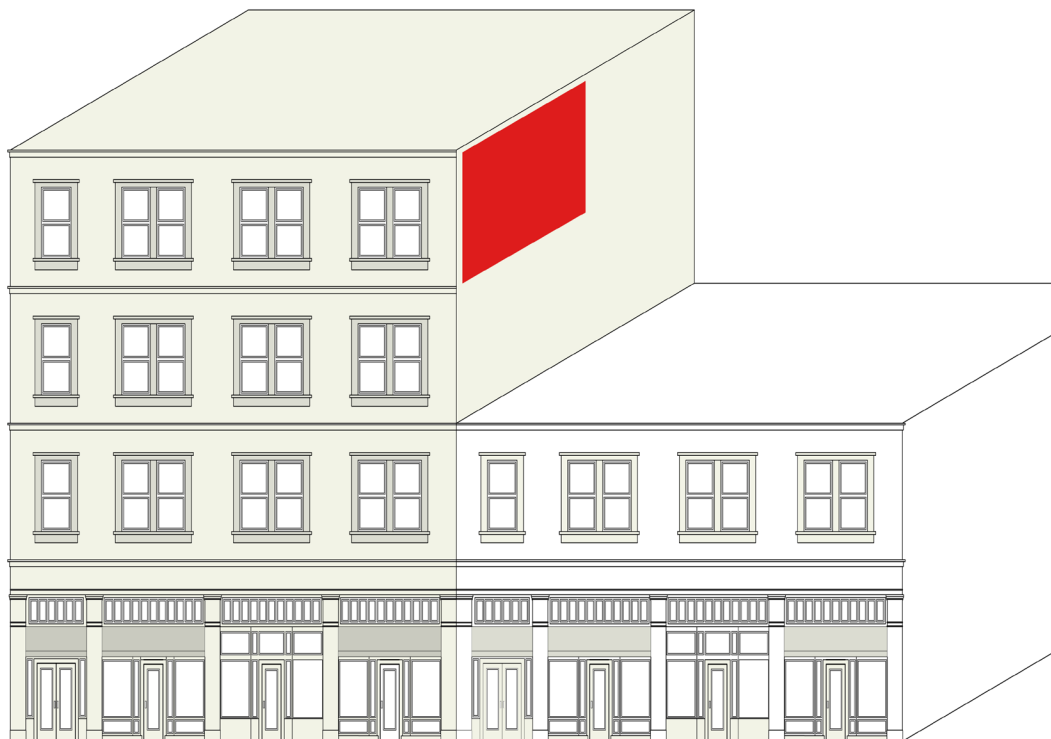
A mural is an image on a wall for non-commercial uses. All murals shall be exempt from the size restrictions. All murals shall be subject to design review, except when proposed in conjunction with the following use types: Recreation, Education, Public Safety.

1. Standards

- a. Murals shall only be located on unfenestrated wall areas of two thousand (2,000) square feet in size or greater.
- b. Only one (1) Mural shall be permitted per façade.
- c. Murals shall project no more than one (1) foot from the façade of the building.

2. Guidelines

- a. Materials used in Murals should be wood, ceramic, metal, or paint only.
- b. Murals should be illuminated by external illumination only.



E. WALL SIGNS

Wall Signs are signs that are located on, and parallel to, a building wall.

1. Standards

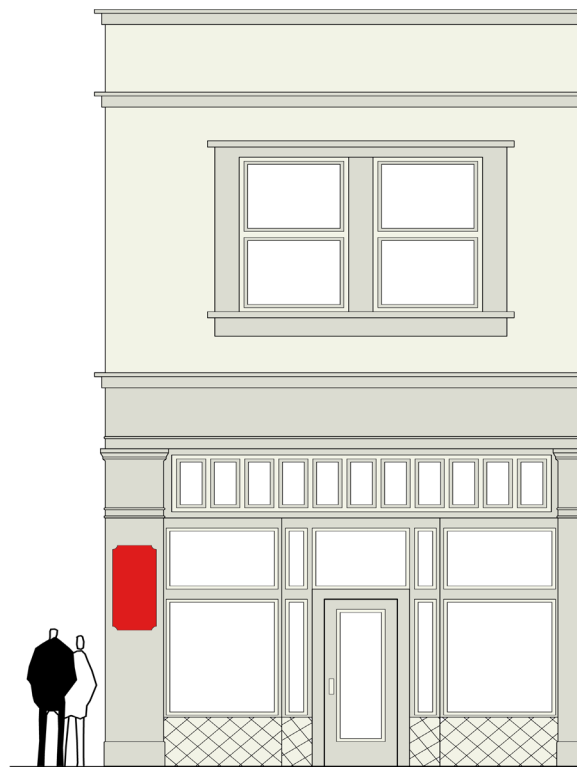
- a. Wall Signs shall only be mounted on a wall area within the Shopfront Frontage.
- b. No Wall Sign shall exceed one hundred fifty (150) square feet in size.
- c. The following types of establishments may use animated Wall Signs: night clubs, movie theaters, and live performance theaters with a capacity of greater than two hundred (200) persons.
 - i. Animation for such establishments shall consist of flashing lights or chase lights only.
- d. Wall Signs shall project no more than one (1) foot from the façade of the building.

2. Guidelines

- a. Materials used in wall signs should be wood, ceramic, metal, and paint only with the exception that movie theaters or live performance theaters with a capacity of greater than two hundred (200) persons

may use plastic or acrylic for readerboards. Wall signs may also be painted directly onto the façade of the building or inscribed into the façade of the building.

- b. Wall signs should be illuminated by external illumination, exposed neon tube illumination, exposed incandescent bulb illumination, or halo illumination only.
- c. Where individual letters are used, letters should be three dimensional, created by raised letter forms mounted to the building façade or sign panel, or by incised openings cut out from the sign panel.



F. BLADE SIGNS

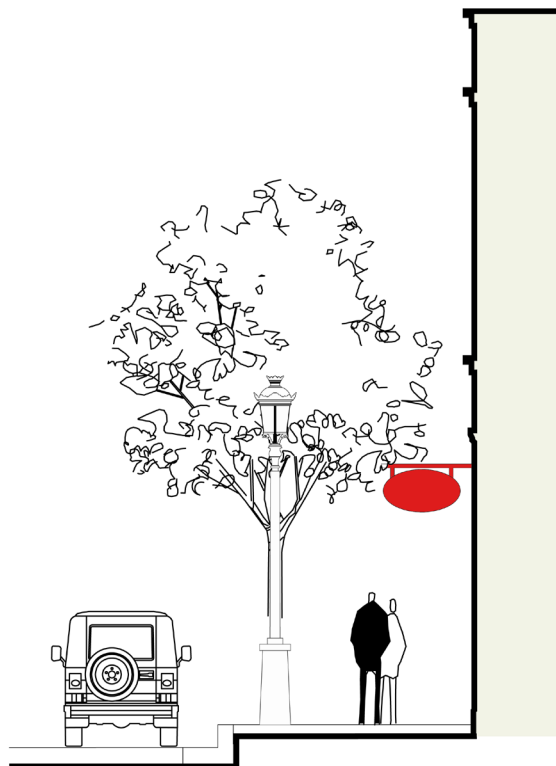
Blade Signs are oriented perpendicularly to the building façade and which are suspended under a bracket, armature, or other mounting device.

1. Standards

- a. Blade Signs shall only be mounted on the wall area below the second floor.
- b. No Blade Sign shall exceed sixteen (16) square feet in size.
- c. Blade Signs shall project no more than four (4) feet from the façade of the building.
- d. No portion of a Blade Sign shall be lower than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

2. Guidelines

- a. Materials used in Blade Signs should be wood, metal, and paint only.
- b. Blade Signs should be illuminated by external illumination only.



G. PROJECTING SIGNS

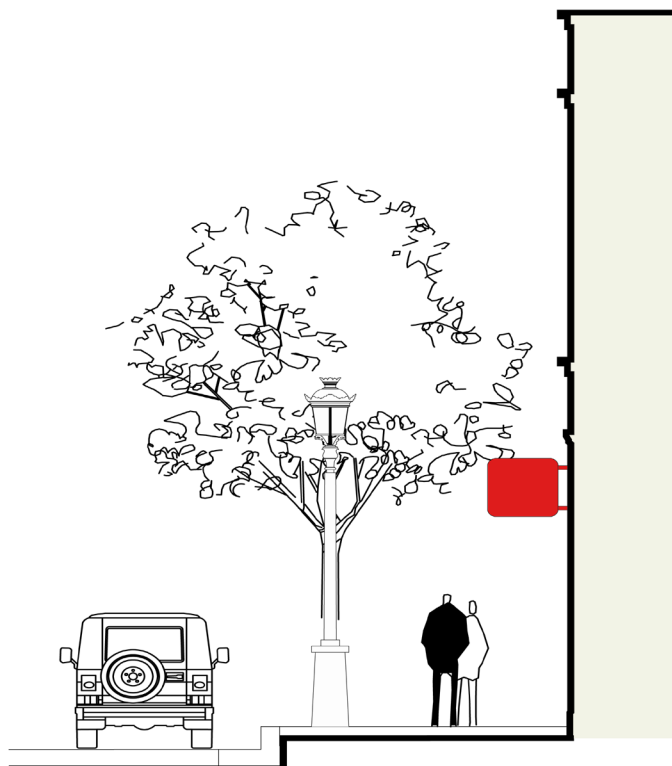
Projecting Signs are cantilevered signs that are structurally affixed to the building and oriented perpendicularly to the building façade.

1. Standards

- a. Projecting Signs shall only be mounted on wall area below the second floor level.
- b. No Projecting Sign shall exceed sixteen (16) square feet in size.
- c. Projecting Signs shall project no more than four (4) feet from the façade of the building.
- d. No portion of a Projecting Sign shall be lower than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

2. Guidelines

- a. Materials used in Projecting Signs should be wood, ceramic, metal, and paint only.
- b. Projecting Signs should be illuminated by external illumination, exposed neon tube illumination, exposed incandescent bulb illumination, or halo illumination only.



H. AWNING FACE SIGNS

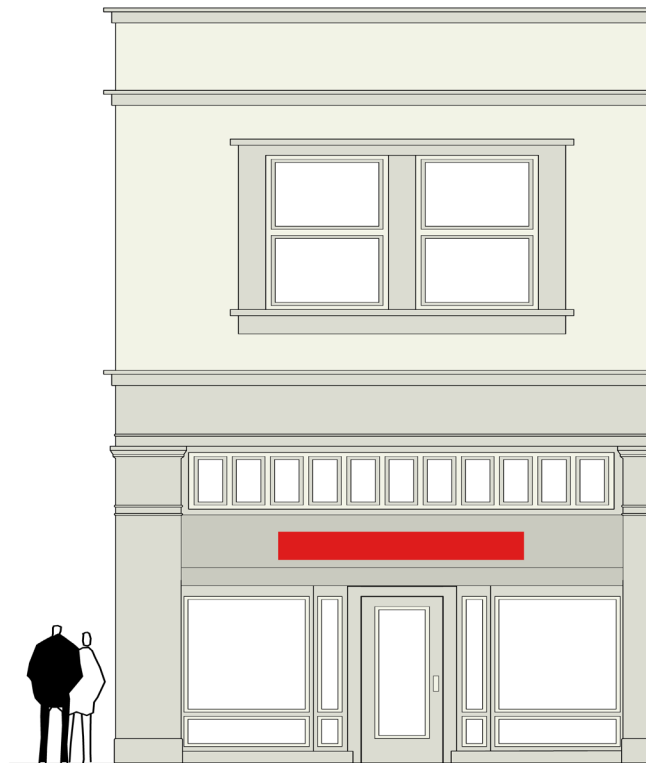
Awning Face Signs are signs applied to the primary face of an awning, including sloped awning faces and vertical “box” awning faces.

1. Standards

- a. No Awning Face Sign shall exceed twenty percent (20%) of the area of the awning face.
- b. Awning Face Signs shall project no farther from the building than its associated awning.
- c. No portion of an Awning Face Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

2. Guidelines

- a. Awning Face Signs should consist of vinyl or paint applied directly to the awning.
- b. Awning Face Signs should be illuminated by external illumination only.



I. AWNING VALANCE SIGNS

Awning Valance Signs are signs applied to the awning valance.

1. Standards

- a. Lettering for Awning Valance Signs shall include one (1) line of lettering not to exceed two-thirds ($2/3$) the height of the valance or twelve (12) inches, whichever is less.
- b. Awning Valance Signs shall project no farther from the building than its associated awning.
- c. No portion of an Awning Valance Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

2. Guidelines

- a. Awning Valance Signs should consist of metal, or vinyl or paint applied directly to the awning.
- b. Awning Valance Signs should be illuminated by external illumination only.



J. AWNING SIDE SIGNS

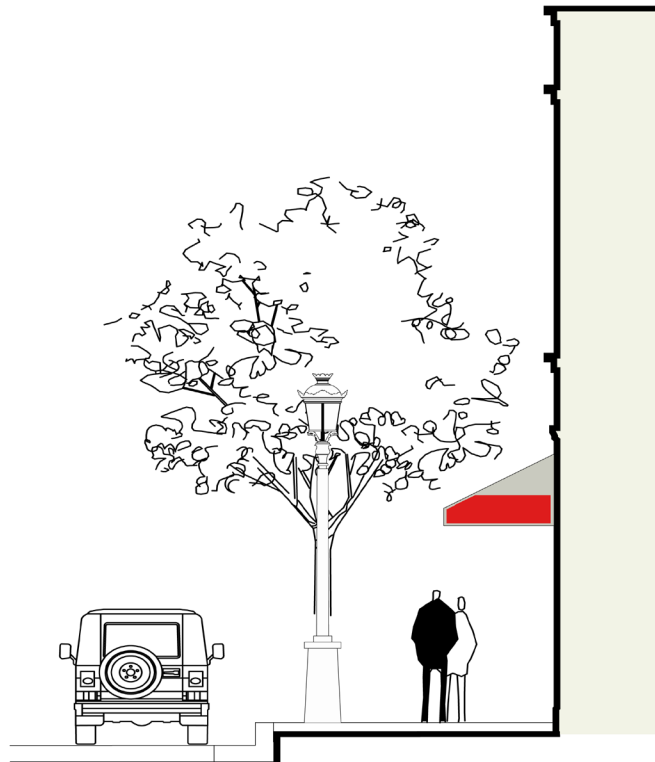
Awning Side Signs are signs applied to the side panel of an awning.

1. Standards

- a. The area of Awning Side Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- b. Lettering for Awning Side Signs shall not exceed twelve (12) inches in height with total sign area not to exceed twenty percent (20%) of the area of the awning side area.
- c. Awning Side Signs shall project no farther from the building than its associated awning.
- d. No portion of an Awning Side Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

2. Guidelines

- a. Awning Side Signs should consist of vinyl or paint applied directly to the awning.
- b. Awning Side Signs should be illuminated by external illumination only.



L. UNDER AWNING SIGNS

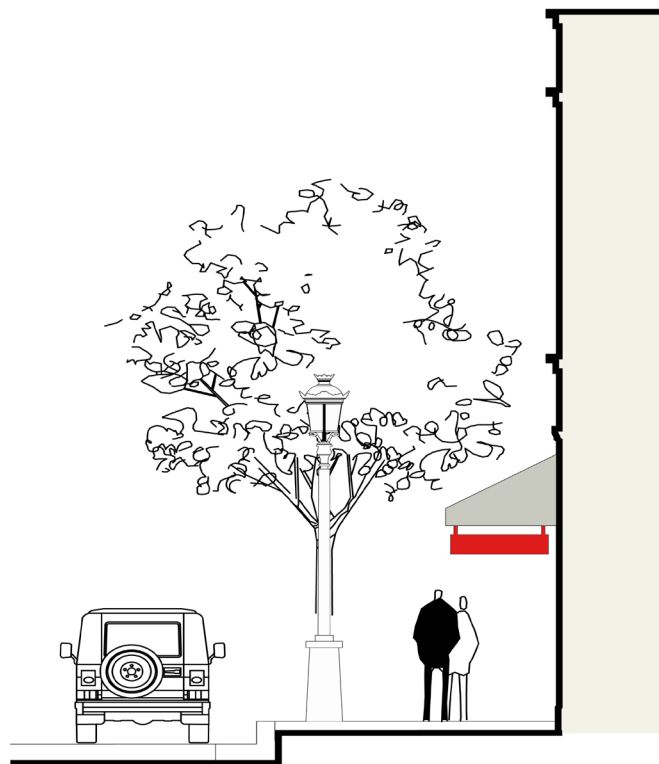
Under Awning Signs are signs which are suspended under an awning, perpendicular to the building facade.

1. Standards

- a. Under Awning Signs must be located adjacent to a public entrance from a City sidewalk.
- b. No more than one (1) Under Awning Sign shall be permitted per establishment per façade.
- c. The area of Under Awning Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- d. No Under Awning Sign shall exceed three (3) square feet in size.
- e. Under Awning Signs shall project no farther from the building than its associated awning.
- f. No portion of an Under Awning Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

2. Guidelines

- a. Materials used in Under Awning Signs should be wood, metal, and paint only.
- b. Under Awning Signs should be illuminated by external illumination only.



M. CANOPY FASCIA SIGNS

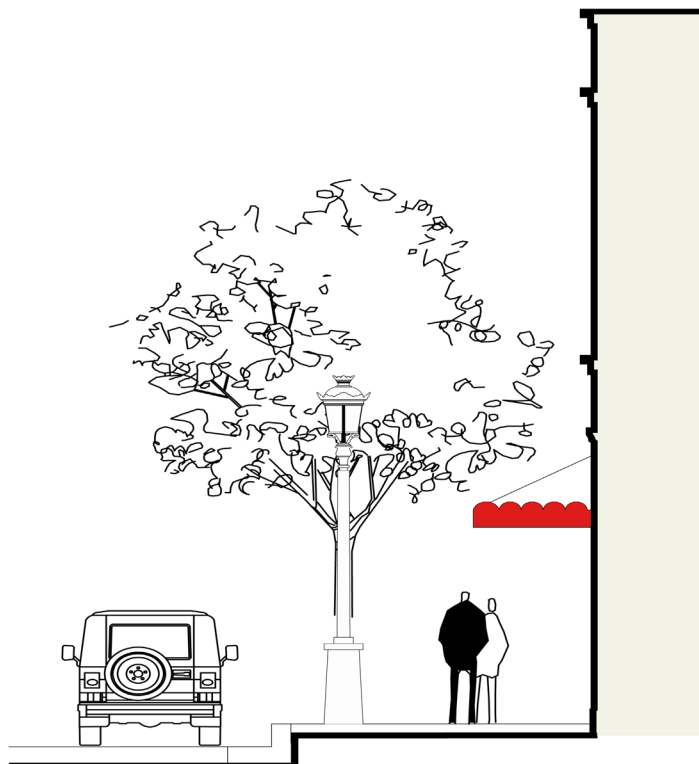
Canopy Fascia Signs are signs which are mounted to the front or side fascia of a canopy and contained completely within that fascia.

1. Standards

- a. The height of Canopy Fascia Signs shall not exceed two-thirds ($2/3$) the height of the fascia or twelve (12) inches, whichever is less.
- b. The width of Canopy Fascia Signs shall not exceed two-thirds ($2/3$) of the canopy width.
- c. Canopy Fascia Signs shall project no farther from the building than its associated canopy.
- d. No portion of a Canopy Fascia Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.
 - a. Canopy Fascia Signs shall consist of only one (1) line of lettering articulated as individual letters mounted directly to the canopy.

2. Guidelines

- a. Materials used in Canopy Fascia Signs should be metal and paint only.
- b. Canopy Fascia Signs should be illuminated by external illumination or exposed neon tube illumination only.



N. UNDER CANOPY SIGN

Under Canopy Signs are signs that are suspended under a canopy, perpendicular to the building facade.

1. Standards

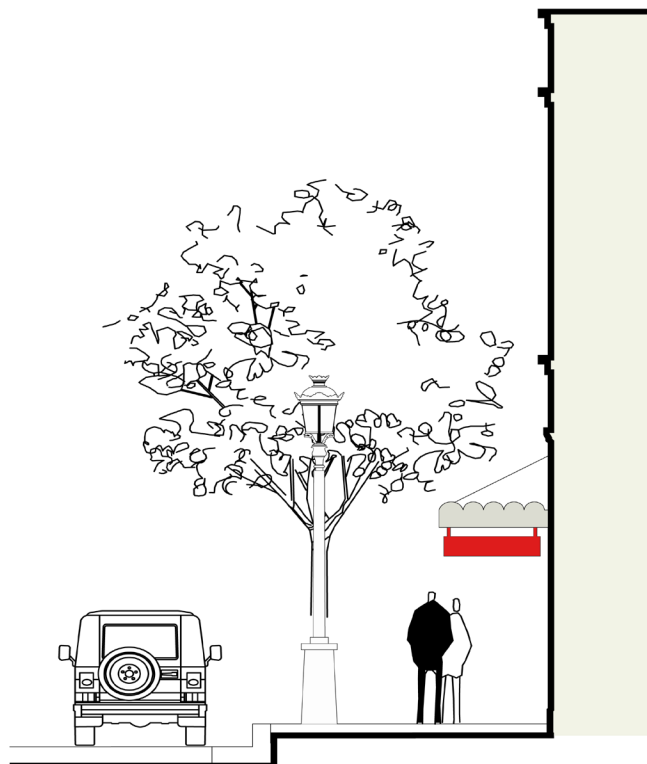
- a. No more than one (1) Under Canopy Sign shall be permitted per establishment per façade.
- b. Under Canopy Signs must be located adjacent to a public entrance from a City sidewalk.
- c. The area of Under Canopy Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- d. Under Canopy Signs shall not exceed three (3) square feet in area.
- e. Under Canopy Signs shall project no farther from the building than its associated canopy.
- f. No portion of an Under Canopy Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

2. Guidelines

- a. Materials used in Under Canopy Signs

should be wood, metal, and paint only.

- b. Under Canopy Signs should be illuminated by external illumination only.



0. RECESSED ENTRY SIGNS

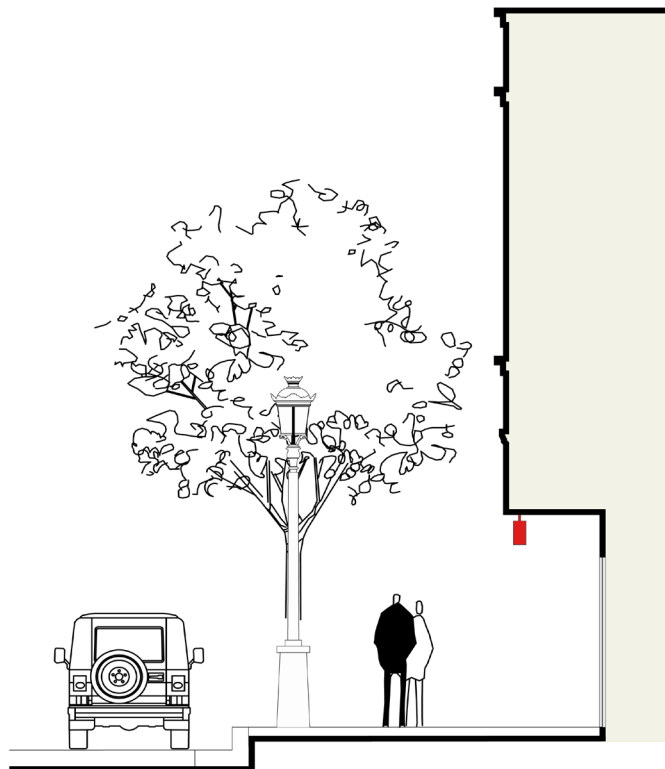
Recessed Entry Signs are signs that are oriented parallel to the building façade and which are suspended over a recessed entry.

1. Standards

- a. No Recessed Entry Sign shall exceed twenty (20) square feet in size.
- b. Recessed Entry Signs shall not project beyond the façade of the building.
- c. No portion of a Recessed Entry Sign shall be lower than eight (8) feet above the level of the sidewalk.

2. Guidelines

- a. Materials used in Recessed Entry Signs should be wood, metal, and paint only.
- b. Recessed Entry Signs should be illuminated by external illumination only.



P. WINDOW SIGNS

Window Signs are signs which are applied directly to a window or mounted or suspended directly behind a window.

1. Standards

- a. Window Signs shall be permitted on windows below the second floor level only.
- b. No more than twenty-five percent (25%) of any individual window area shall be covered or otherwise occupied by signage.
- c. The letter height of each Window Sign shall not exceed twelve (12) inches and must be taller than four (4) inches.

2. Guidelines

- a. Ground floor Window Signs should consist of vinyl or paint applied to the glass, neon mounted or suspended behind the glass, or framed and mounted paper signs.
- b. Ground floor Window Signs should be illuminated by exposed neon tube illumination only.



Q. BUILDING IDENTIFICATION CANOPY FASCIA SIGNS

Building Identification Canopy Fascia Signs are signs which are mounted to the front or side fascia of a canopy, contained completely within that fascia and oriented parallel to the building wall surface and which announce the name of a building.

1. Standards

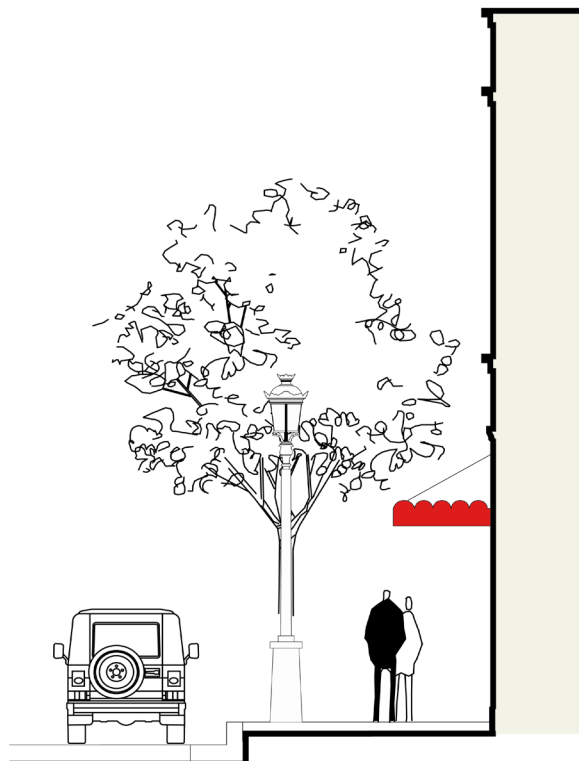
- a. Building Identification Canopy Fascia Signs shall be located only on the fascias of a canopy above the primary building entrance and shall be located entirely within the canopy fascia.
- b. Only one (1) canopy per façade may have Building Identification Canopy Fascia Signs.
- c. The area of Building Identification Canopy Fascia Signs shall not count towards the total sign area permitted based on linear frontage.
- d. Building Identification Canopy Fascia Signs shall not exceed one (1) line of lettering not to exceed two-thirds ($\frac{2}{3}$) the height of the fascia or twelve (12) inches, whichever is less.
- e. Building Identification Canopy Fascia Signs shall project no farther from the building

than its associated canopy.

- f. No portion of a Building Identification Canopy Fascia Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.
- g. Lettering for Building Identification Canopy Fascia Signs shall include only one (1) line of lettering using individual letters only.

2. Guidelines

- a. Building Identification Canopy Fascia Signs should consist of metal letters, vinyl or paint applied to canopy, or may be inscribed into the canopy.
- b. 2. Building Identification Canopy Fascia Signs should be illuminated by external illumination only.



R. BUILDING IDENTIFICATION WALL SIGNS

Building Identification Wall Signs are signs located on, and parallel to a building wall that announce the name of a building.

1. Standards

- a. Building Identification Wall Signs shall be located only on the frieze, cornice, or fascia area of storefront level; frieze, cornice, fascia, parapet of the uppermost floor; or above the entrance to main building lobby.
- b. Only one (1) building identification wall sign shall be permitted per building per street-facing façade.
- c. The area of Building Identification Wall Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- d. Building Identification Wall Signs shall be no taller than twenty-four (24) inches in height.
- e. Building Identification Wall Signs shall project no more than one (1) foot from the façade of the building.

2. Guidelines

- a. Building Identification Wall Signs should be inscribed into the façade, painted onto the façade, or constructed of individual metal letters.
- b. Building Identification Wall Signs should be illuminated by external illumination or halo illumination only.



5. BUILDING IDENTIFICATION WINDOW SIGNS

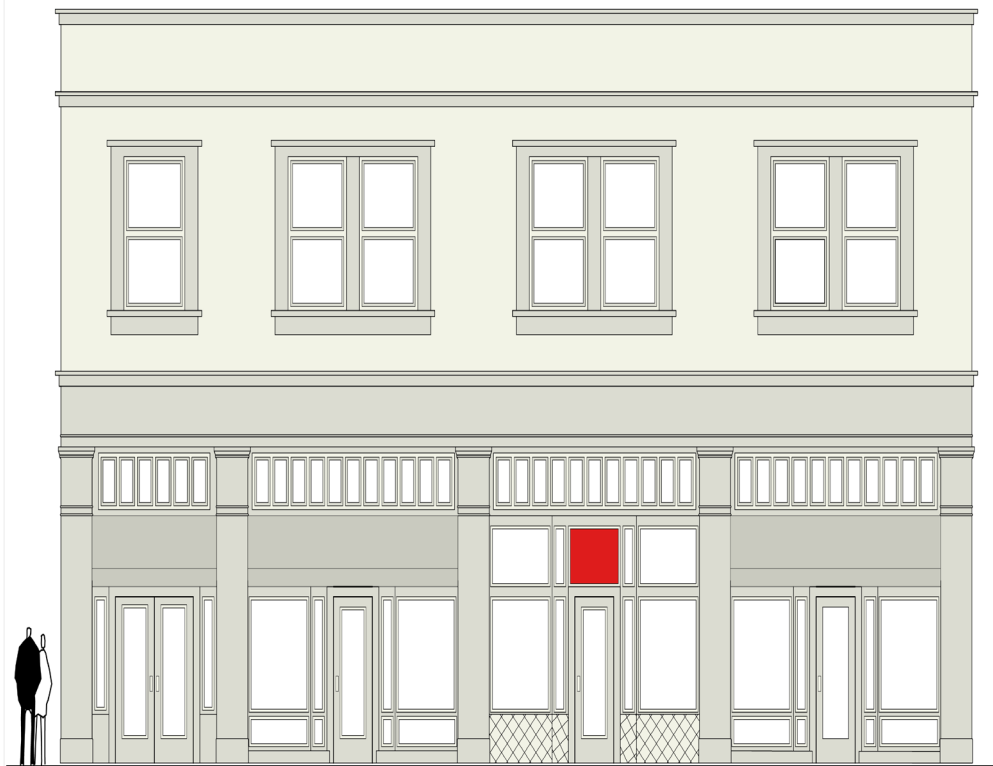
Building Identification Window Signs are signs applied directly to a window or mounted or suspended directly behind a window.

1. Standards

- a. Building Identification Window Signs shall only be located on a transom window above a primary entrance, or the glazed area of primary door.
- b. Only one (1) Building Identification Window Sign shall be used per building per street-facing façade.
- c. The area of Building Identification Window Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.
- d. No more than twenty-five percent (50%) of any individual window area shall be covered or otherwise occupied by signage.
- e. The letter height of each Building Identification Window Sign shall not exceed twelve (12) inches and must be taller than four (4) inches.

2. Guidelines

- a. Building Identification Window Sign should consist of vinyl or paint applied to the glass only.
- b. Building Identification Window Sign should not be illuminated.



T. TEMPORARY WINDOW SIGNS

Temporary Window Signs are signs that are applied directly to a window or mounted or suspended directly behind a window and are designed, constructed and intended for display on private property for a period of not more than ninety (90) consecutive days per year.

Examples include "grand opening", "special sale," and seasonal signage.

1. Standards

- a. Temporary Window Signs shall be located only on ground floor windows on building facades that face a public street or a parking lot.
- b. Temporary Window Signs may not exceed six (6) square feet in size.
- c. Temporary Window Signs shall not cause the total amount of the window area covered with signage to exceed twenty-five percent (25%).
- d. Temporary Window Signs which satisfy the above standards and General Standards do not require a permit.

2. Guidelines

- a. Temporary Window Signs should be constructed of paint applied directly to the glass or framed paper signs placed behind the glass.
- b. Temporary Window Signs should not be illuminated.
- c. A temporary window sign shall not exceed 40 percent of the area of any window upon which it is placed, singly, or in combination with any other temporary or permanent window signs. Temporary window signs shall be allowed on the first floor only. Temporary window signs require approval of a director's permit and may only be used for a maximum of 90 days per calendar year.



U. TEMPORARY WALL SIGNS

Temporary Wall Signs which are located on, and parallel to, a building wall and are designed, constructed, and intended for display on private property for a period of not more than ninety (90) consecutive days per year. Examples include “grand opening”, “special sale,” and seasonal temporary banner signage.

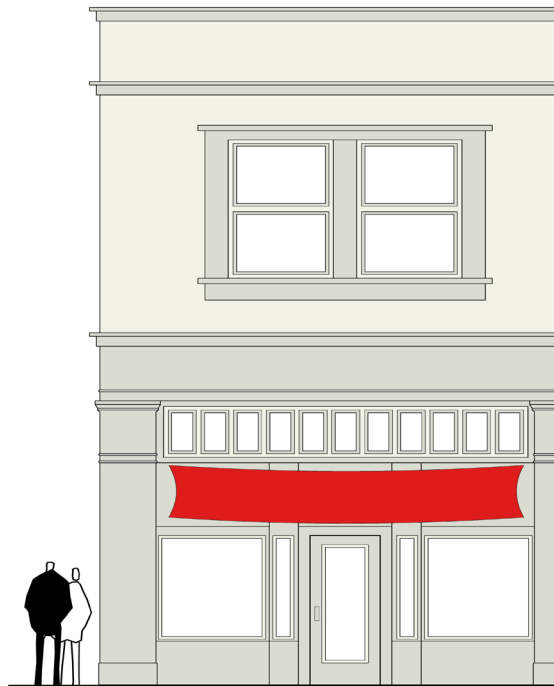
1. Standards

- a. Temporary Wall Signs shall only be mounted on a wall area below the second floor level that faces a public street or a parking lot.
- b. A maximum of one (1) Temporary Wall Sign is allowed per establishment.
- c. No Temporary Wall Signs shall exceed thirty-two (32) square feet in area.
- d. Temporary Wall Signs shall project no more than one (1) foot from the façade of the building.

2. Guidelines

- a. Materials used in Temporary Wall Signs should consist of a flexible vinyl material with grommet holes installed around the edges to accommodate attachment to a building.

- b. Temporary Wall Signs should not be illuminated.

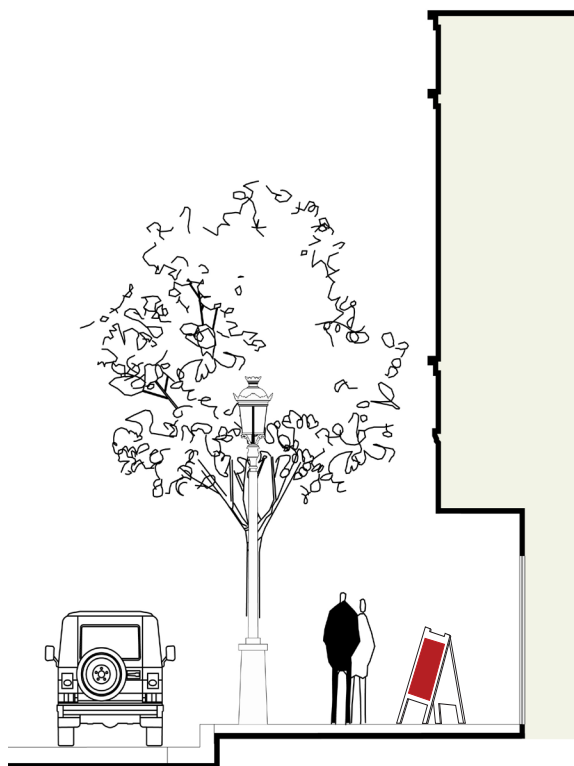


V. PORTABLE SIGNS

A portable sign is a sign that is self-supporting, designed to be moveable, and not structurally attached to the ground, a building, a structure or another sign. Portable signs include, but are not limited to, sandwich board signs, A-frame signs, and other similar signs.

1. Standards

- a. One portable sign is allowed per building
- b. Portable signs shall be placed on private property immediately in front of the business, within the width of store frontage and not, for example, at the street corner in front of other businesses. For businesses located in an arcade or plaza, a portable sign may be placed at the street entrance to the arcade or plaza.
- c. Portable signs shall be stored indoors after hours of operation.



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PART II

North Ventura Avenue Background Report



Donald Nielsen - Sean Tiedgen - Tyler Hartrich

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North Ventura Avenue Background Report

Donald Nielsen - Sean Tiedgen - Tyler Hartrich

Winter Quarter 2010
CRP 461 Senior Project I
City and Regional Planning Department
College of Architecture and Environmental Design
California Polytechnic State University

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Executive Summary

History

The City of Ventura was originally settled by native Chumash tribes. In 1782, the Spanish established the San Buenaventura Mission and experienced little economic or population growth until a railway connection and port were established in the 1880s. In the early 1900s, oil was discovered in the City's Westside and North Avenue. The subsequent oil boom resulted in a period of intense growth, which greatly influenced the historical development and lent to the industrial character of the North Avenue.

Environmental Resources and Hazards

The project area (North Avenue) lies between steep hillsides to the east and the Ventura River to the west. While the natural setting is one of its most notable assets, a number of geologic constraints pose a challenge to future development of the project area. The soils in the Project area have varying degrees of expansion and highly expansive soils are located in the hillside areas. The majority of the Project area contains soils of low or moderate expansion. Fault lines to the north and south of the Project area are a concern and areas within the Alquist-Priolo zones must be identified for mitigation purposes, such as setback requirements administered by the Alquist-Priolo Act. Landslides are a concern on the hillsides to the east of North Ventura Avenue and liquefaction is a pressing issue on the valley floor. The hillsides also present a fire hazard to existing development. The Federal Emergency Management Agency (FEMA) released the update to Ventura's 100-year flood zone in 2010, and is pertinent as it applies to a portion of the project area. Air quality in the Ventura area has increased in recent years as a result of the California Clean Air Act and their Air Quality Management Plan, but there are still issues resulting from agricultural uses and secondary pollutants. Due to the previous prominence of the oil industry, there are a large number of potentially contaminated Brownfield sites within the project area. The project area also provides an opportunity to develop renewable energy for the community and City due to its abundance of vacant land and sunshine.

Population and Housing

The project area has a population of 2,471 where the median age is 35; the City of Ventura's median age is 37. Approximately 79% of the population in the project area is hite. Household income is on average with the city as a whole, with the majority of the population making between \$50,000-\$75,000. This area provides some of the most affordable housing in the City of Ventura.

Circulation and Noise

Due to the nature of the hills surrounding the Project area, connectivity to the rest of the City is limited. There is one main road, North Ventura Avenue, that serves as the primary route within the project area. Roadway levels of service are adequate for existing traffic count numbers throughout the Project area, however just north of the site Highway 33 is at a level of service F. There are significant deficiencies in adequate pedestrian and bikes pathways. Pedestrian paths throughout the project area are discontinuous, inadequately lit, and in poor condition. Bike paths are also insufficient, poorly designated and discontinuous, resulting in many bicyclists using sidewalks to avoid riding in traffic. There is no maintained streetscaping in the North Avenue. The main source of noise in the project area is Highway 33; however, this noise source is not significant enough so as to require

mitigation.

Public Services and Utilities

The public facilities and services serving the Project area are concentrated in the Westside community. Due to the highly industrial nature of the North Avenue, existing land uses are unsuitable for public facilities, but future revitalization and conversion of the North Avenue industrial areas would present the need for additional public facilities and services to be distributed more evenly in the project area. This analysis found deficiencies in the current levels-of-service for police, fire, and medical services. The sewer collection system serving the North Avenue planning area is also inadequate and needs to be updated to meet future growth. There are no park facilities in North Avenue. There are no school facilities within the project area; however the Ventura Unified School District has purchased a parcel in the community for a possible future school.

Introduction

Setting

The City of Ventura is located on the southern edge of the California Central Coast. It is approximately 70 miles north of Los Angeles on Highway 101 and almost 400 miles south of San Francisco. The project area is roughly 30 miles south of Santa Barbara.

The project area encompasses North Avenue Community of Ventura (figure i) which is located in Ventura County, but lies within the City's sphere of influence. It is located on the north western end of Ventura within the Ventura River Basin, a north-south valley that runs from Ojai in the north to the Pacific Ocean in the south. The project area is bordered by the intersection of North Ventura Avenue and Dakota Avenue to the south, Highway 33 and the Ventura River to the west, and hills to the east. The northern end of the project is at the intersection of Canet Road and North Ventura Avenue.

The community is located on county land and sits adjacent to the city limits of Ventura. However it has been noted by the City of Ventura that North Avenue is within its "sphere of influence" and has expressed the desire to annex the community within the near future. Local Agency Formation Committee (LAFCO) has also recognized this and would be the residing jurisdiction making any changes to the annexation of North Avenue into the City.

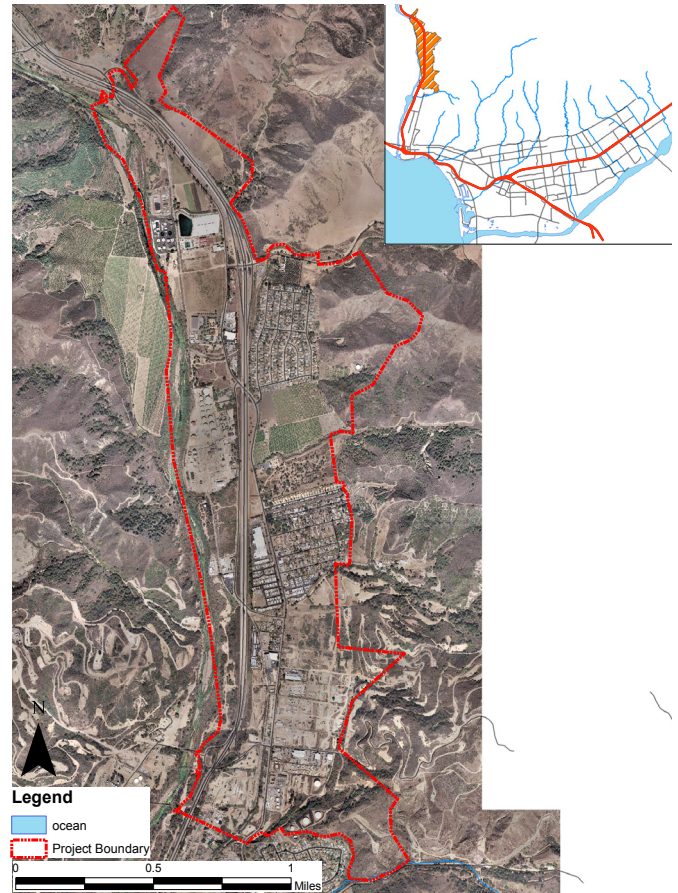


Figure i: Project Area Boundary, courtesy Donald Nielsen

History

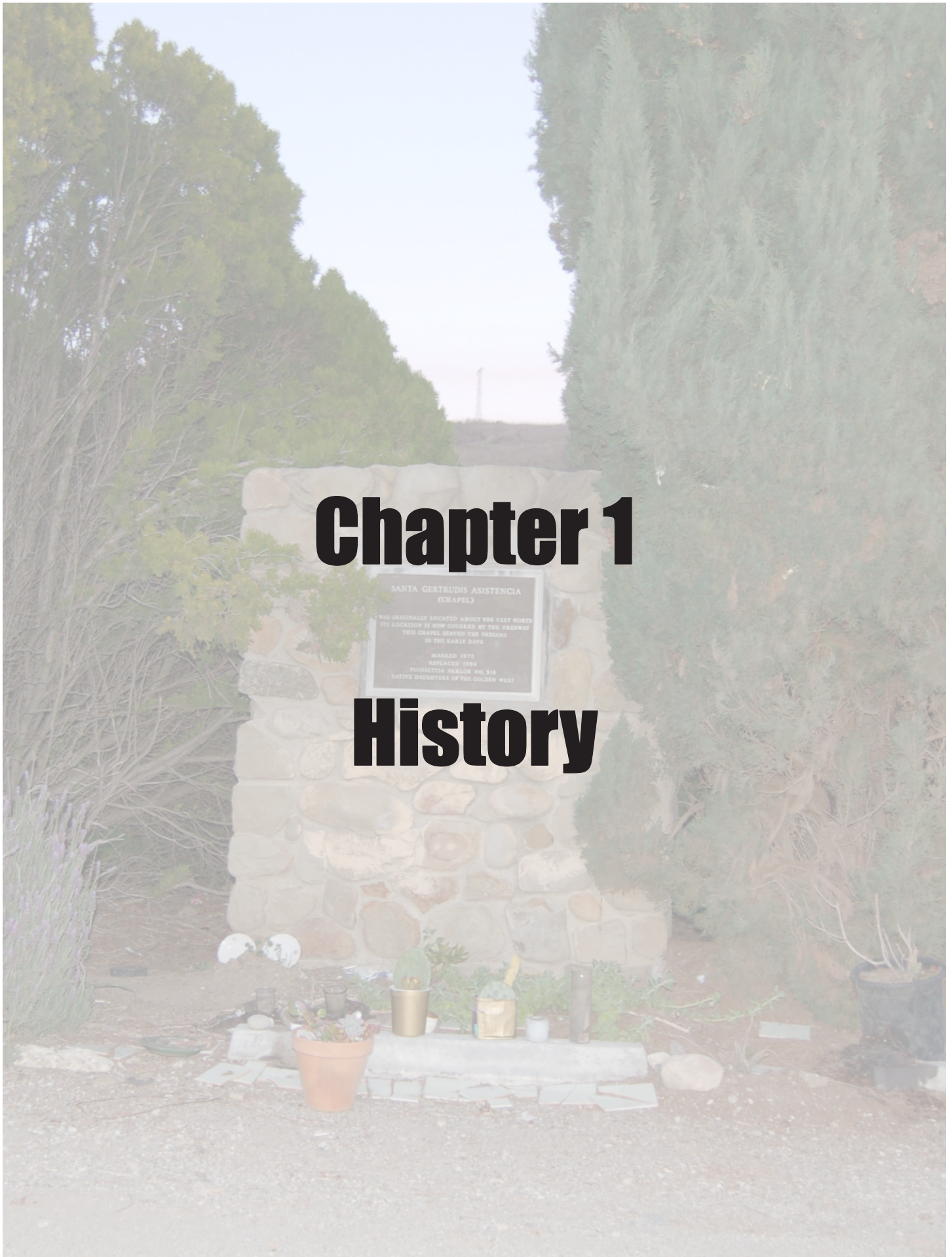
In 2006, a background report and community plan were created between a joint collaboration between the City of Ventura and senior-level student design studio with the City and Regional Planning Department at California Polytechnic State University, San Luis Obispo. Their focus was to create a community plan and development code for both the Westside and North Avenue communities. This background report is meant to focus solely on the North Avenue community as it has unique challenges that are not faced by the Westside community. The material presented here will be similar to the Westside and North Avenue Background Report; however it updates information not available four years ago, looks at unique challenges to the area and sets the stage for what the North Avenue Specific Plan and development code should address.

This North Avenue Background Report was completed by three City and Regional Planning students from California Polytechnic State University, San Luis Obispo in 2010 as a senior project. The purpose was to focus on North Avenue and its unique challenges, consider community input and concerns, and address concerns of planning staff as this region has been identified as a major industrial community and the desire is to see this community continue to develop as such.

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Chapter 1

History



Overview

The North Avenue area was originally settled by the Chumash. These tribes lived undisturbed in the valley until the late 1700's when the Spanish missionaries traveling along the coast, led by Junipero Serra, settled and established the Buenaventura Mission. The missionaries converted the Chumash to Christianity and then used them as laborers for construction of the mission and the aqueduct running from the north end of the study area into what is now modern day Downtown Ventura. Remnants of the aqueduct still exist in the North Ave, close to the Highway 33 and Canada Larga Rd interchange.

Accessing Ventura was hampered by its inaccessibility; travelers had to either come inland over the mountains, cross the beach during low tide, or cross over the Santa Clara or Ventura Rivers. In 1870 a seaport and rail station were developed and encouraged Ventura's development.

In 1885, oil was discovered which soon lead to the development of the Ventura Avenue Oil Field. This oil field began the oil boom which had the greatest impact on the economics and development of this area. Around 1920, there were 113 oil wells, which produced roughly 57,000 barrels and 213 cubic feet of natural gas per day. The oil boom resulted in the establishment of other support industries, such as wire yards and machine shops. The industrial development of the North Avenue during this period was extremely influential in shaping the community's character.

During the 1970s, oil production rates began to decline, taking much of the employment base out of the area, which it still has yet to recover from. Much of the commercial corridor continues to provide support services for the oil industry, even though the oil industry is not a major economic feature of Ventura any longer. The North Avenue suffers from its dependency on the oil industry, which has left the community landlocked by brownfields, which are contaminated or potentially contaminated areas.

Historical and Cultural Resources



Image 1.1: Mission Aqueduct near the Highway 33 and Canada Larga Rd interchange. Photo courtesy of Donald Nielsen

Mission Aqueduct

The Mission Aqueduct (Image 1.1) was designated historic August 2, 1982. Chumash Indians labored to construct the approximately eight-foot high stone wall that forms the main channel of the Mission Aqueduct. Constructed between 1702 and 1850, the aqueduct system included a dam, reservoir, filtration building, lavandaria, and fountains. Starting at the convergence of San Antonio Creek and the Ventura River, the aqueduct extended approximately seven miles, winding its way along the base of the foothills toward the mission and mission gardens, watering farms along the way. The aqueduct was heavily damaged in the great flood of 1862, but with repairs, it continued to be used into the 1870's. Segments of the aqueduct are still visible today, and a part of the wall exists in the basement of a house built in 1989. The segment close to the study area is near

the Highway 33 interchange with Canada Larga Rd. This segment was damaged during the floods of 2005, in which Canada Larga Creek undermined part of its foundation by eroding the creek bank.

North Avenue Chumash Village

Two parts of a major Chumash village have been excavated in one area of North Avenue. In another location, excavation revealed “dark mound soil” which contrasted to the light claylike surrounding soils. This location has been developed with a home, roads, gardens, and orchards. The owner of the property collected mortars, pestles, milling stones, and projectile points, plus branding irons, spurs, and knives. A segment of the Mission aqueduct runs along the base of a hill east and south of the site. The construction of State Route 33 may have affected part of the site. The owner has since died; the whereabouts of his collection are unknown. (City of Ventura Comprehensive Background Report, 2005)

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Chapter 2

Environmental Resources and Hazards

Introduction

The environmental resources within North Avenue are a valuable component that helps to define the character of the study area. The project area lies predominantly on the Ventura River valley floor with steep hillside rising on both the east and west sides. The Ventura River borders the western edge of the site and is one of the most defining environmental resources in the site. There are many creeks, barranca's, and drainage channels that run from the the hillsides into the river. Another important environmental resource are the agricultural lands that exist on either side of Highway 33. Controlling development is an important part in upholding the agricultural lands, and is seen as a beneficial component of resources in the community.

The 2005 Ventura General Plan includes the investment in upholding the natural environment. The Plan recognizes topics that include the protection of hillsides, rivers and sensitive habitat, and includes health and safety as a leading concern of the community. Protecting the natural environment while increasing development will be a challenge that Ventura will face when striving towards achieving sustainable development within the North Avenue area.

This chapter includes information that is pertinent to the North Avenue study area. The following topics are discussed within this section: geology, soils, erosion, hydrology and drainage, biology, air quality, agricultural lands and brownfields.

Methodology

The assessment of North Avenue's environmental resources was developed through document review, multiple site visits and personal meetings with City staff. The information that is included in this chapter outlines the overall issue areas based on community and City concerns within the area. The documents reviewed for this section were: the City's General Plan, Comprehensive Plan, General Plan EIR and additional documentation provided by City Staff.

Geology, Soils, and Erosion

Topography

The North Avenue community is located in a north-south valley with steep slopes and hillsides to the east and west. A relatively flat area occupies the floor of the valley, as seen in the topography map (Figure 2.1). The hills on the west side of the valley serve as a more aesthetic asset than a physical hazard, since they are located on the opposite side of the Ventura River than most development, with the exception of agricultural lands. The hills on the eastside, however, are immediately adjacent to development in the area and serve as a potential hazard. The study area is interrupted by several drainage channels that come off of the hills and drain into the Ventura River.

Soil Expansion

Expansive soils will swell when wet and shrink when dry, creating development hazards especially concerning a buildings foundations. Soil expansion is more dangerous in hillside areas, where shrinking and swelling can cause the ground to creep downhill, causing a slow moving landslide or setting the stage for a potentially damaging landslide. The project area contains soils with low, medium, and high expansive properties (Figure 2.2). Low expansive soils generally occur along the Ventura River and its floodplains. Medium expansive soils are found in the Ventura River floodplain and the surrounding hillsides. Highly expansive soils are found in pockets throughout the hillside areas. Action 7.7 of Ventura's General Plan and accompanying EIR requires that all development in areas with moderate to high risk of expansive soils perform a geotechnical evaluation, and implement the necessary mitigation measures prior to development. The General Plan EIR also states that by following the California Building Code requirements, impacts on expansive soils will be reduced to less than significant levels for any development scenario.

Mineral Resources

The entire project area falls under the MRZ-3a mineral resources category. This category identifies areas in which there is a higher than normal potential of finding mineral resources. The Ventura General Plan, the General Plan EIR, and the Hillside Voter Participation Act all state that identification and preservation of mineral resources is a goal of the City.

Oil production is still prevalent in the area (Image 2.1) and averages about 11,600 barrels of oil and 7,000 mcf of natural gas per day. This oil field encompasses over 4,300 acres and makes up a majority of the southern portion of the site.

According to Area Energy, the oil extracted from the field is shipped to refineries in Los Angeles while the natural gas is shipped to the Southern California Gas Co.



Image 2.1: Oil derrick in the North Ave. Photo courtesy of Donald Nielsen.

Seismic Activity

There are three fault lines that will affect the project area: the Red Mountain Fault, The Ventura-Foothill Fault, and the San Andreas Fault. The Red Mountain Fault is a thrust fault and is capable of producing earthquakes between magnitudes 6 and 7. This fault zone is also in relatively close proximity to the City's Westside Water Filtration

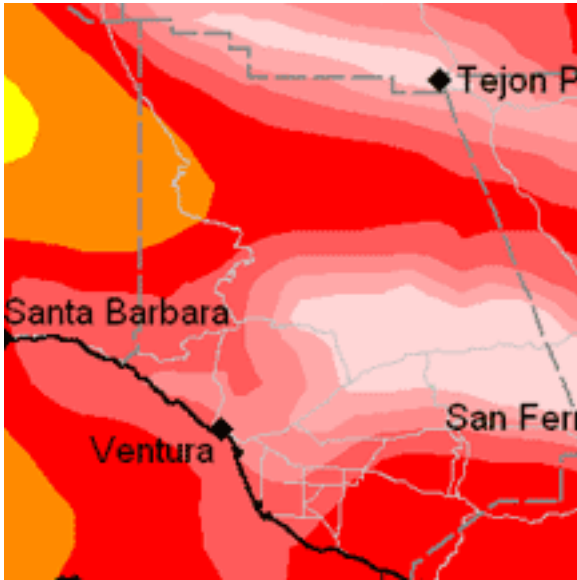


Figure 2.4: Peak Ground Shaking (PGS) expected from a rupture of the San Andreas. Figure courtesy the United States Deologic Survey

and Waste-water Treatment Plant. The Ventura-Foothill Fault is also a thrust type fault capable of producing similar sized earthquakes. This fault line is located about 3 miles south of the project site and runs underneath Poli St in Downtown Ventura. The San Andreas Fault is a strike-slip fault and lies about 58 miles north of the site. This fault is able to produce an earthquake of magnitude 7.0 or greater and produce strong ground shaking in the project area (Figure 2.4); the site will experience peak ground shaking of .6, or 60% of the gravitational force, based upon the central centroid of the project area. The rupture of these faults would result in extreme ground shaking and could set off secondary hazards including, but not limited to, liquefaction, landslides, and dam failure. A rupture may also result in possible secondary human induced hazards and include, but not limited to, oil pipeline ruptures and chemical spills.

Landslides

The hillsides of the North Avenue area are especially susceptible to landslides primarily because they are made up of soft soils and sedimentary rocks that lose cohesion when they are subjected to strong ground shaking and/or intense rainfall. Most of the hillsides, located directly outside of the project boundary, are at high risk of landslides and will be of concern to the project area. Of greater concern is that the hillsides tend to be directly above the residential areas within the project boundary (Figure 2.5).

Liquefaction

There is a high probability of extreme liquefaction to occur within the study area (Figure 2.5) due to the site being bordered on one side by the Ventura River, bisected by the Canada Larga and San Miguel Creeks, and the presence of a high water table. Liquefaction occurs when loosely compacted soils that are heavily saturated with water (e.g. sand, silt) are subjected to extreme ground shaking causing the soil particles to compress and force the liquids out of the ground. This results in the surface turning from a solid state into one that is somewhat fluid. If there are structures on this type of soil they may list to one side or sink into the ground, causing damage to the foundation and structure and possibly a partial or full collapse of the structure itself. This is an important consideration for the future development of the site due to the extents of how much of the site is affected.

Hydrology and Drainage

Ventura River

The Ventura River runs north to south on the western edge of the project area. A number of drainage channels and barranca's cross over the North Ave community and help to help drain the surrounding hillsides and valley. The Canada Larga Creek is the largest barranca in the study area and crosses the northern portion of the study area. A portion of the creek has been channelized as it runs through one of the neighborhoods and under Highway 33 in order to minimize the flooding risk. However, the creek has been left relatively natural before it enters the study area and after it passes under Highway 33. The City has expressed interest to restore creeks and barranca's, such as Canada Larga to their natural state where feasible. The watershed in the area provides places of relatively undisturbed open space, vegetation, wildlife habitat, which help to minimize and mitigate the effects of urban runoff. There are some water quality concerns associated with the Ventura River, mainly concerning algae and eutrophy, as they will use up the available oxygen in the water making it difficult for fish and other water dwelling animals to survive. There is concern that people are using the River as a dumping ground, with trash showing up in the river. Fecal coliform and total coliform has also been identified as an issue.

Dams

The Study Area is affected by two nearby dams, Casitas Dam and Matilija Dam:

Casitas Dam - The Casitas Dam (Image 2.2) was completed in 1959 on Coyote Creek, which forms Lake Casitas. It is located two miles above the junction of Coyote Creek and the Ventura River. The Casitas dam is an earthfill dam and has a height of 334 feet and a crest length of 2000 feet. It stores water for those within the Casitas Municipal Water District, such as the City of Ventura. Unlike the other dams located within Ventura County, the Casitas dam is regulated by the Bureau of Reclamation. During the 1980's the dam was given a poor safety rating due to earthquake and liquefaction concerns , which caused a two year seismic retrofit in 1999. The Bureau of Reclamation conducts ongoing evaluations of the safety of the dam. As a result of this, an inundation warning system was installed along the inundation channel to warn residents and workers if the dam was going to fail or had failed (Image 2.3). This system was finally dismantled in 2010 due to high operating, maintenance, and repair costs.



Image 2.2: Casitas Dam. Image courtesy the U.S. Department of the Interior, Bureau of Reclamation



Image 2.3: Flood inundation sign. Image courtesy Donald Nielsen.

Matilija Dam - The Matilija Dam (Image 2.4) was completed in 1947 on the west fork of Matilija Creek in the Los Padres National Forest. The Dam is a concrete arch with a height of 168 feet and a width of 620 feet. It is owned by the Ventura County Flood Control District and is regulated by the Division of Dam Safety. The Dam is in the process of being decommissioned, and received federal funding in 2007 for its



Image 2.4: Matilija Dam. Image courtesy the U.S. Department of the Interior; Bureau of Reclamation.

removal. Currently the Army Corp of Engineers is addressing possible removal options, but have yet to reach a decision as of April 2010. It was also determined by the Matilija Dam Ecosystem Restoration Feasibility Study (2004) that the dam has a major impact on the sand levels at the local beaches. Additionally the study found that the Matilija dam no longer provides flood control for the lower Ventura River, due to its reservoir being 95% full of sediment.

Floods

The Ventura River is fairly prone to flooding due to the steep terrain that surrounds it. During times of heavy rainfall the river's height is monitored at the Foster Park Gage Station, just north of the study area. Once the waters height reaches 15.9 feet the river is constantly monitored, and if it reaches 17.6 feet the River has reached flood stage. The largest flood to occur in the area was in 1969 when 13 people died. Significant damage was caused to the wastewater treatment plant, estimated at \$60 million, which resulted in raw sewage being dumped into the Ventura river and on local beaches. Major floods occurred in 1992, 1995, 1998, 2004 and 2005 twice resulting in the closure of SR 33 (2005 Ventura General Plan EIR, 4.8-8). The 100-Year floodplain encompasses most of the flat portions of the study area and more than half of the study area is within the 500-year floodplain (Figure 2.6).

In the event of a tsunami, the Ventura River would also flood and it has been identified by the Ventura County Evacuation Plan that tsunami waters could travel up to three miles up river.

Biology

Habitats

The natural environments in North Avenue are focused along the Ventura River corridor, and the surrounding hillsides. The Ventura River includes habitat for species that live in both perennial and seasonal habitats. The corridor is comprised of mainly riparian habitats and provides a location for species that thrive on specific microclimates. Tree species along the Ventura River include Arroyo Will, Western Sycamore, Cottonwood, and White Elder. The surrounding hillsides of North Avenue is home to chaparral, native and non native grasslands, patches of riparian forests, and several oak woodlands.

Wetlands

Due to the presence of the Ventura River most of the western portion of the project area is a mix between established freshwater forest/shrub, emerging wetlands, and wetland ravines. All of the creeks, barranca's, and drainage channels that bisect the site are also considered to be wetlands by the Department of Fish and Game. In the central and eastern portion of the site there is a significant freshwater forest/shrub wetland with a emergent wetland appearing next to it (Figure 2.7); this provides an

opportunity to help restore some of the wetland and riparian habitat that has been lost in the city.

Sensitive Species

North Avenue includes many sensitive species (table 2.1). The Department of Fish and Game is a regulatory agency that oversees the health of sensitive and endangered species. The Ventura River is home to two endangered species: the California Steelhead and Rainbow trout. The Department of Fish and Game holds the authority to control any development that may conflict with the health of these species.

Sensitive Species	
Plants:	Animals:
Ventura Marsh Milk-Vetch	Monarch Butterfly
Souther Tarplant	Tidewater goby
Coulter's Goldfiends	Southern California Steelhead Trout
	Rainbow Trout
	Southern Pond turtle
	Least Bell's Vireo
	Willow Flycatcher
	Yellow Wabler
	Yellow-Breasted Chat

Image 2.5: Sensitive species in North Avenue. Information courtesy the City of Ventura General Plan EIR

Keystone Species

In recent years, the Southern California Steelhead has continually seen a decrease in the number of successful spawning runs. The success of the Southern California Steelhead correlates to the health of the Ventura River as this particular fish is known as a keystone species.

Agriculture

Agricultural Resources

Due to the Mediterranean climate that Ventura enjoys, along with nutrient rich soils and nearby water resources such as the Ventura River and neighboring streams bringing runoff from neighboring hillsides, there are areas suitable for prime agricultural uses. A majority of the prime agricultural lands within North Avenue have been utilized for various crop production such as fruits and vegetables. There are spots of land being used for the grazing of cattle as well. Agricultural production is a vital part of the City and County of Ventura. Many residents rely on these jobs for day-to-day living and the City brings in the tax dollars to help provide daily services to the community. A majority of the agriculture lands lie outside the boundaries of this project area, primarily to the of the project area across the Ventura River.



Image 2.5: Agricultural land. Image courtesy Donald Nielsen

According to the Ventura County North Ventura Avenue Area Plan agricultural lands should be designated by those identified under the City of Ventura’s Open Space element of their General Plan. Based on the City of Ventura General Plan areas identified for agricultural lands include a region in the southwest area of the project between the Ventura River and Highway 33, a region along the Ventura River on the west side of the project, excluding the location of the water treatment facility, and an area of land on

the east side of the project across from the old oil refinery where crops are produced. The agricultural resources within North Avenue are affected by three policies: Save our Agricultural Resources (SOAR), Williamson Act, and the Right to Farm ordinance.

Save Our Agricultural Resources

The Save Our Agricultural Resources (SOAR) ordinance was established in 1995 as a tool to ensure the preservation of the agricultural land in Ventura. In addition, The Ventura County Save Open Space and Agricultural Resources Initiative (also known as Measure B) was passed in 1998. This implements Objective 4 of the Comprehensive Plan, which states the desire to “Continue to preserve agricultural and other open space lands within the City’s Planning Area.” Both of these pieces of legislation prevent changes for lands designated as agriculture or open space into non-agricultural or non-open space uses without voter approval. SOAR policy is in place until 2030. This means that the City, County, or land owner may not convert agricultural lands into any other use, unless by a majority vote of Ventura citizens until after 2030 (City of Ventura General Plan).

Williamson Act

One of the primary tools used to protect agricultural lands in the state of California is the California Land Conservation Act of 1965 or Williamson Act. This act allows for landowners to enter into a 10-year contract in which the landowner agrees to keep their land in agricultural uses for at least ten years. In return the landowner will have reduced property tax assessments on their land comparable to the lands use.

The land located at the northern area of North Avenue, as well as some hillsides to the east of the southern boundary are currently under Williamson Act contracts. The tax assessments are based on open space and agricultural land, which is assessed far lower than if they were done on the full market value of the land in the area. Williamson Act contracts are automatically renewed annually, unless the landowner provides notice of nonrenewal. If a landowner decides to not renew a contract then the land can be converted from a non-agricultural use 10 years from the date of nonrenewal.

In California much has changed in recent years on the Williamson Act. Currently California is dealing with budget issues and has decided to suspend subvention payments to local governments. It can be expected that in future years cities and counties may not receive state funds offsetting the designation of Williamson Act land. The program is still in place and exists, however if California continues to face budget problems the City of Ventura may need to consider the impact this may have on agriculture land in North Avenue.

Right to Farm Ordinance

In 1997 the City approved a Right-to-Farm ordinance. This ordinance was designed to protect farmers from legal implications regarding conflicts that may arise as a result of the close proximity of agricultural to other uses, such as residential districts or industrial land. The ordinance requires that realtors inform potential buyers of lots that abut agricultural uses of any conflicts that may arise as a result of the proximity of the lots they are considering next to the agricultural land. Additionally, the ordinance

states that nuisance claims may not be filed against farmers as long as their agricultural practices are being performed according to current regulations and standards (Westside and North Avenue Background Report).

Fire

According to CALFire almost the entire study area is at a very high or high wildfire risk, with only a small portion the site rated at medium (Figure 2.8). This is due to surrounding hillsides being covered in predominantly chaparral and other fire prone vegetation. In order to help protect life and property the City of Ventura Fire Department and the Ventura County Fire Department highly recommend various techniques in order to help reduce the fire risk.

Air Quality

The City of Ventura is in the South Central Coast Air Basin. Monitoring of this area is overseen by the Ventura Air Pollution Control District. The Ojaj planning area within the Ojaj valley to the North of the study area can dramatically affect the air quality in North Avenue due to prevailing wind patterns.

There are two monitoring stations that document the air quality for the North Avenue area. These include the El Rio and Emma Wood State Beach stations. Although it is several miles north to the north of the project site, the Ojaj monitoring system is also considered a relevant source of data for determining air quality and prevailing wind patterns.

Emissions in North Avenue are released from a variety of sources, primarily from automobile and agricultural emissions. Debris from exposed dirt roads, hillside and construction add to the particulate matter that is released into the air. “Emissions from diesel vehicles accounts for nearly 70 percent of the pollutants in the air.” (Source)

The Emma Woods Air Quality Emissions Station is the nearest station to North Avenue. Over the years, there has been a steady decrease in emissions. The Emma Woods Station exceeded the State standard four days from 2003-2004. Air quality is seen as a major problem within the City of Ventura. Ventura County is ranked as the 15th worst county in the nation for air quality. Pollution from Southern California and agricultural emissions in the County move northward, and account for the majority of the pollution in the Ventura. The poor air quality in Ventura is most directly attributed to non point sources of pollution from outside the county. Although the air quality is poor, conditions are improving. This increase in air quality can be correlated with the passing of the California clean air act that was passed in 2003 which heightened the standards of emissions in the state of California, strengthening emissions standards for automobiles.

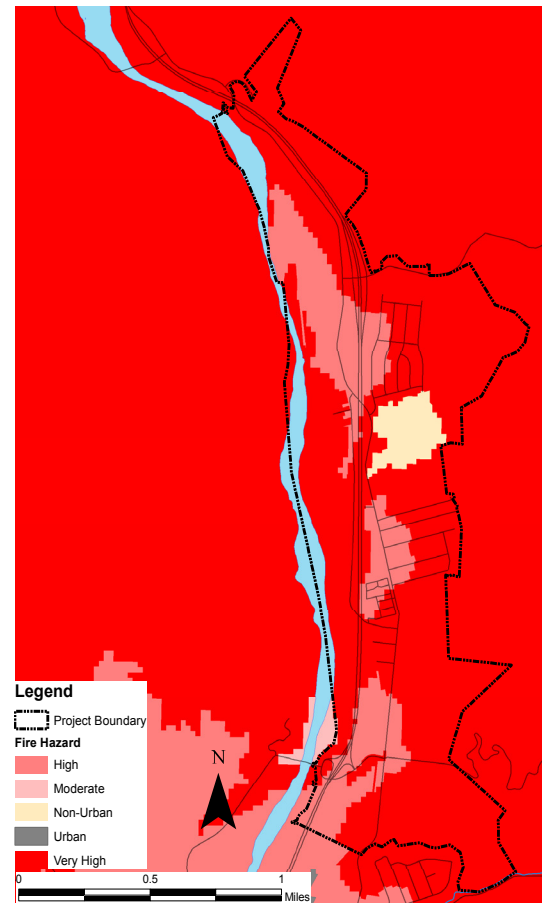


Figure 2.8: Fire Hazard. Figure courtesy CALFire.

Brownfields

Within North Avenue there are two brownfield sites. The Environmental Protection Agency (EPA) has classified brownfields as “real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.” Not all brownfield sites within North Avenue have been identified or labeled as brownfields because of the EPA’s strict restrictions on funding for brownfields containing petroleum. For example, the location of an old oil refinery to the west of Highway 33 and east of the Ventura River has not been classified as a brownfield. Brownfield sites are a large hindrance to the revitalization of the project area.

Current State of Brownfields

Many of the identified brownfield sites throughout the community look much like they did when first built. Today they are underutilized or barely maintained. Very few have ever been connected to the City’s sewer system as most have disposed of waste into septic systems on-site and leech fields. This potentially has added waste material to the soil and groundwater along with any oil deposits or waste. In order to assess what contaminants might be present at brownfield sites an EPA Industry Fact Sheet is used during analysis.

The City has identified areas that are most likely to contain brownfield sites from the Sanborn Fire Insurance Maps. For a full list see the Westside and North Avenue Draft Background Report.

Brownfield Assessment, Funding and Regulations

Revitalizing areas designated as brownfield sites is exceptionally difficult. Many regulations are in place on how to assess the nature of a brownfield, how funding for research and analysis can be acquired, how clean up of a site is undertaken and what steps are needed before the land can be used for human activity again, if at all possible. Stricter regulations are in place for sites that may have contaminants from petroleum.

In order for a potential brownfield site to receive funding it must be determined that hazardous materials were released or a threat of release is possible. Programs available for funding may include:

- Department of Housing and Urban Development (HUD) Empowerment Zone/Enterprise Community Program,
- Department of Transportation (DOT) Livable Communities Program,
- Department of Commerce (DOC) Economic Development Administration,
- State Department of Toxic Substance Control Cleanup Loans Environmental Assistance to Neighborhoods (CLEAN) Brownfields Loan Program,
- Brownfield Assessment Demonstration Pilot Program, and;
- Various EPA brownfield grants and programs.

Renewable Energy Generation

Undeveloped lands within the industrial sector in North Avenue offer the potential for development of renewable energy generation. The most appropriate place for installation of these technologies is within the southern portion of the study area, which is currently owned and operated by Area Energy.

Wind

The prevailing winds within North Avenue are seen as inadequate for most current wind turbine technologies. The average annual wind speed between April 2009-2010 was only 4mph (Figure 2.9). The average wind speed necessary for successful turbine use is between 10-14mph. Although North Avenue's wind availability is low, new technologies are beginning to utilize more efficient turbines that run under lower wind speeds.

Ventura CA			
Wind:	Max:	Avg:	Min:
Wind:	38 mph	4 mph	0 mph
Gust Wind	123 mph	24 mph	24 mph

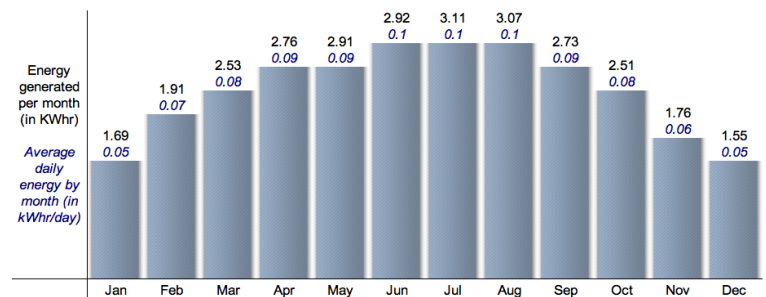
Figure 2.9: Wind patterns for Ventura. Figure courtesy Weather Underground.

Solar

The solar availability in Ventura is high, with an average of 273 days of sun annually which allows for high solar collection potential (Figure 2.10). The installation of a solar array in North Avenue, could potentially supply enough energy to power all of the homes in the community.

For this location and configuration, you will get about **29 kWhr/year** of energy from the sun.

The following is a breakdown of energy by month:



Cost of electricity: \$.12 /kWhr

You would make about \$3 of electricity in a year.

Figure 2.10: Solar energy generation potential for Ventura. Figure courtesy Weather Underground

Green Energy Industry

The industrial land uses in the southern portion of North Avenue make a prime location for establishing of a green energy industry. In the coming years, the transition from non renewable energy sources will be phased in as advancements in renewable energy technologies continue. For this reason, the industrial sector in North Avenue has the potential to be a leader in the Green Technology Industry, both through research and development, and in the construction of these technologies, making it a premier location for green job deployment.

Figure 2.1 - Topographic Map (courtesy mytopo.com)

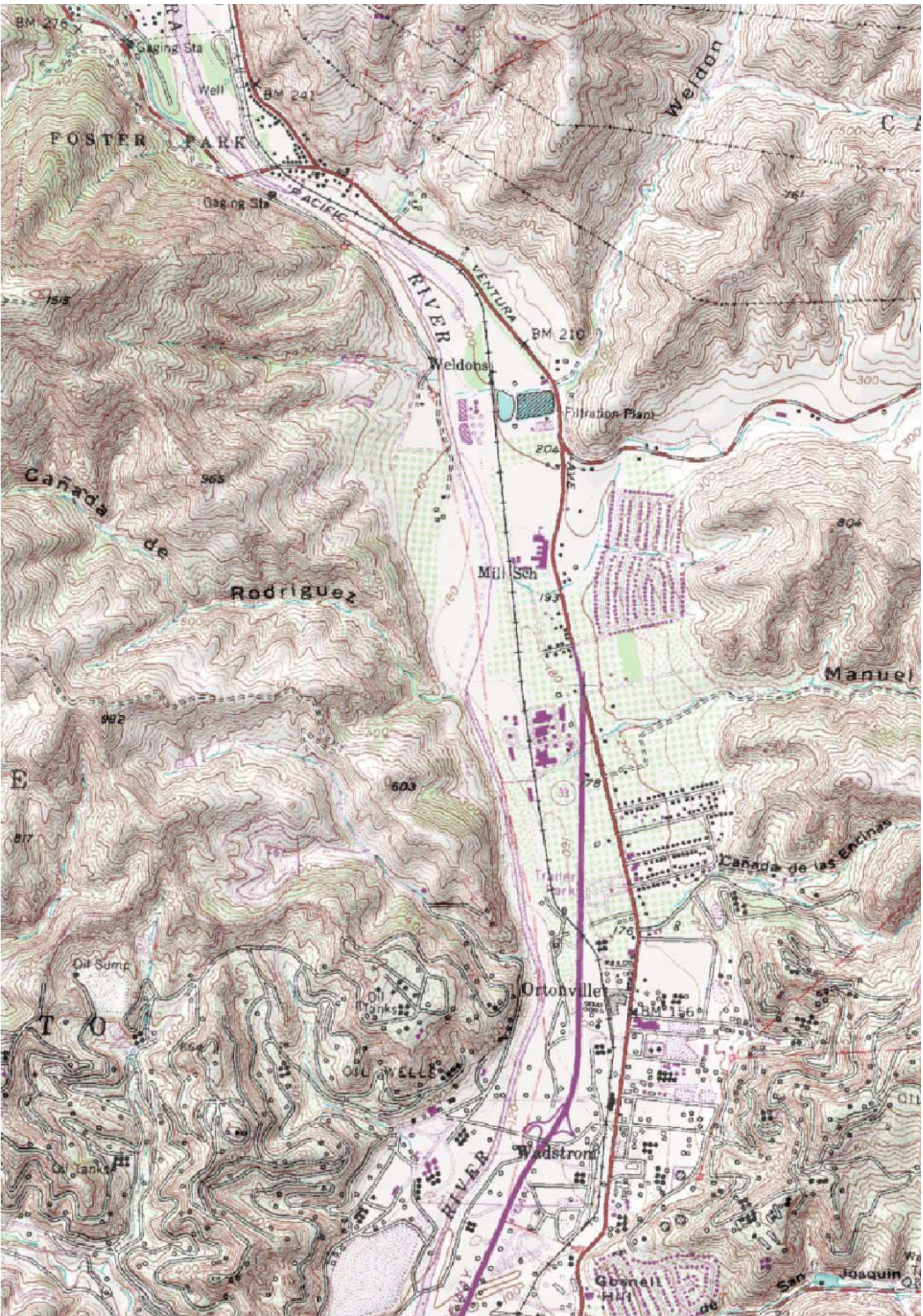


Figure 2.2 - Soil Expansion

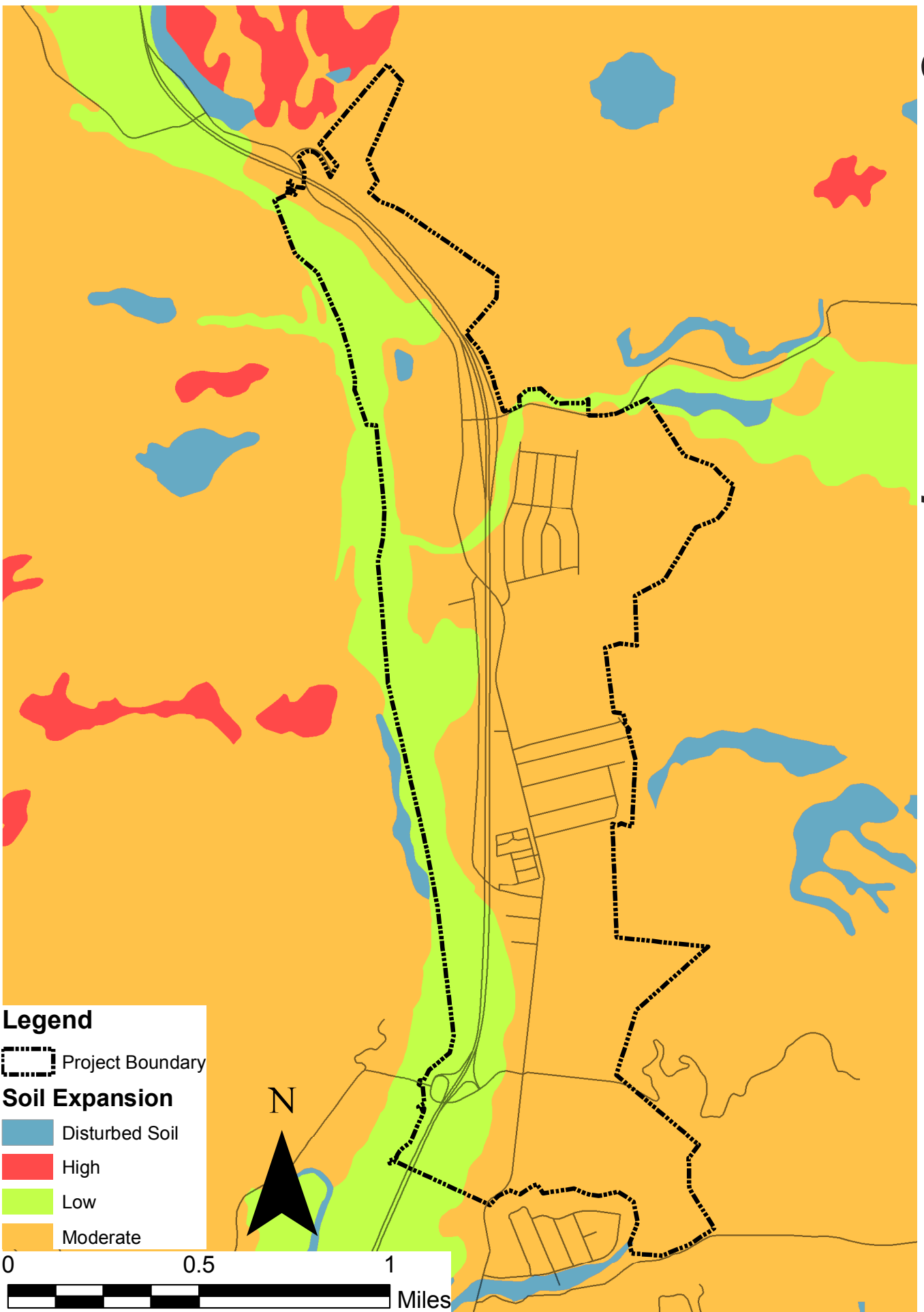


Figure 2.3 - Soil Type

Legend

 Project Boundary

soils selection

NAME1

-  Anacapa
-  Azule
-  Badland
-  Calleguas
-  Castaic
-  Cortina
-  Diablo
-  Garretson
-  Garretson variant
-  Gazos
-  Huerhuero
-  Landslides
-  Linne
-  Lithic Xerorthents
-  Lodo
-  Los Osos
-  Metz
-  Millsholm
-  Mocho
-  Nacimiento
-  Pits and dumps
-  Rincon
-  Riverwash
-  San Benito
-  Sandy alluvial land
-  Saugus
-  Sespe
-  Soper
-  Sorrento
-  Sorrento variant
-  Terrace escarpments
-  Water

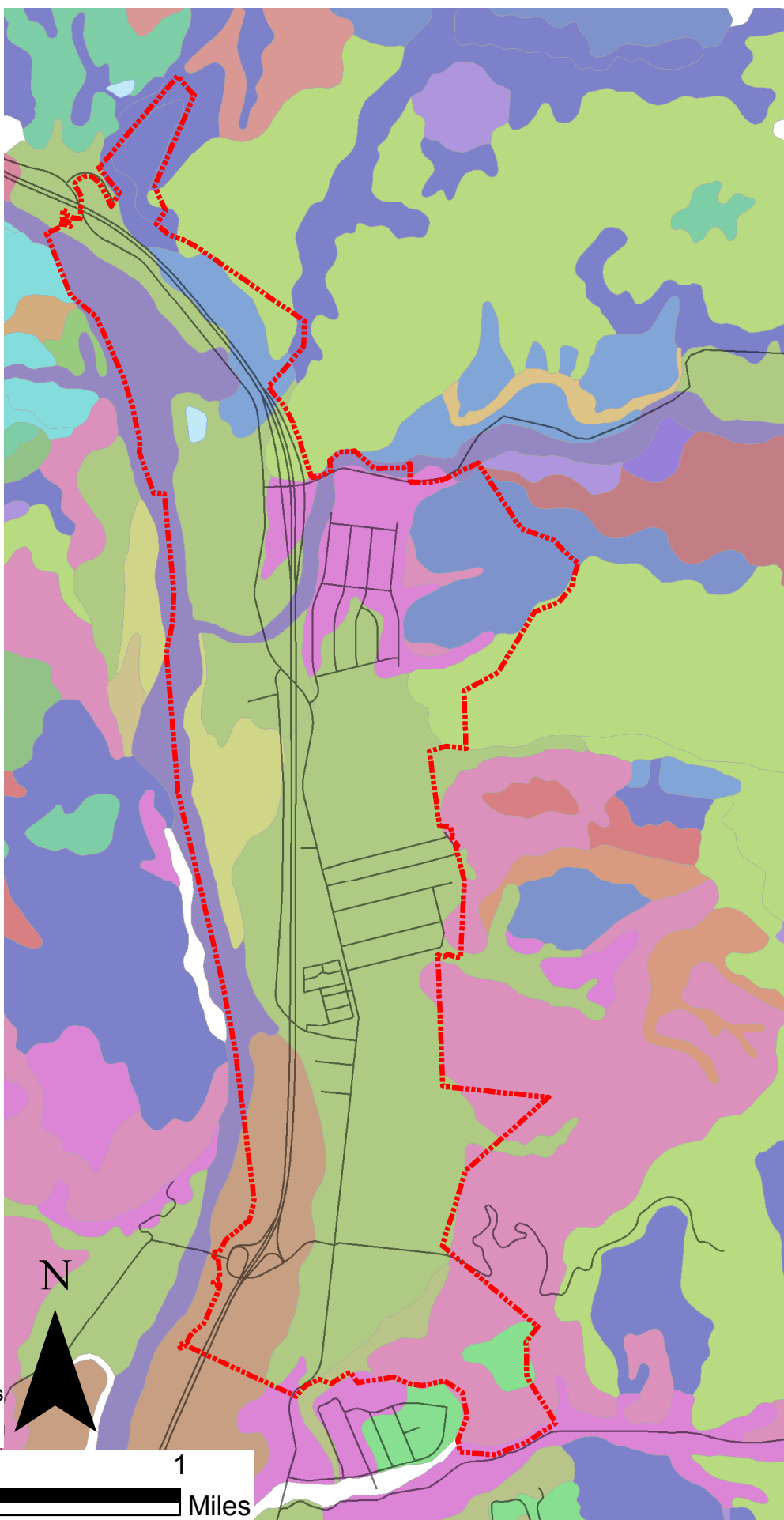


Figure 2.5 - Seismic Landslide & Liquefaction

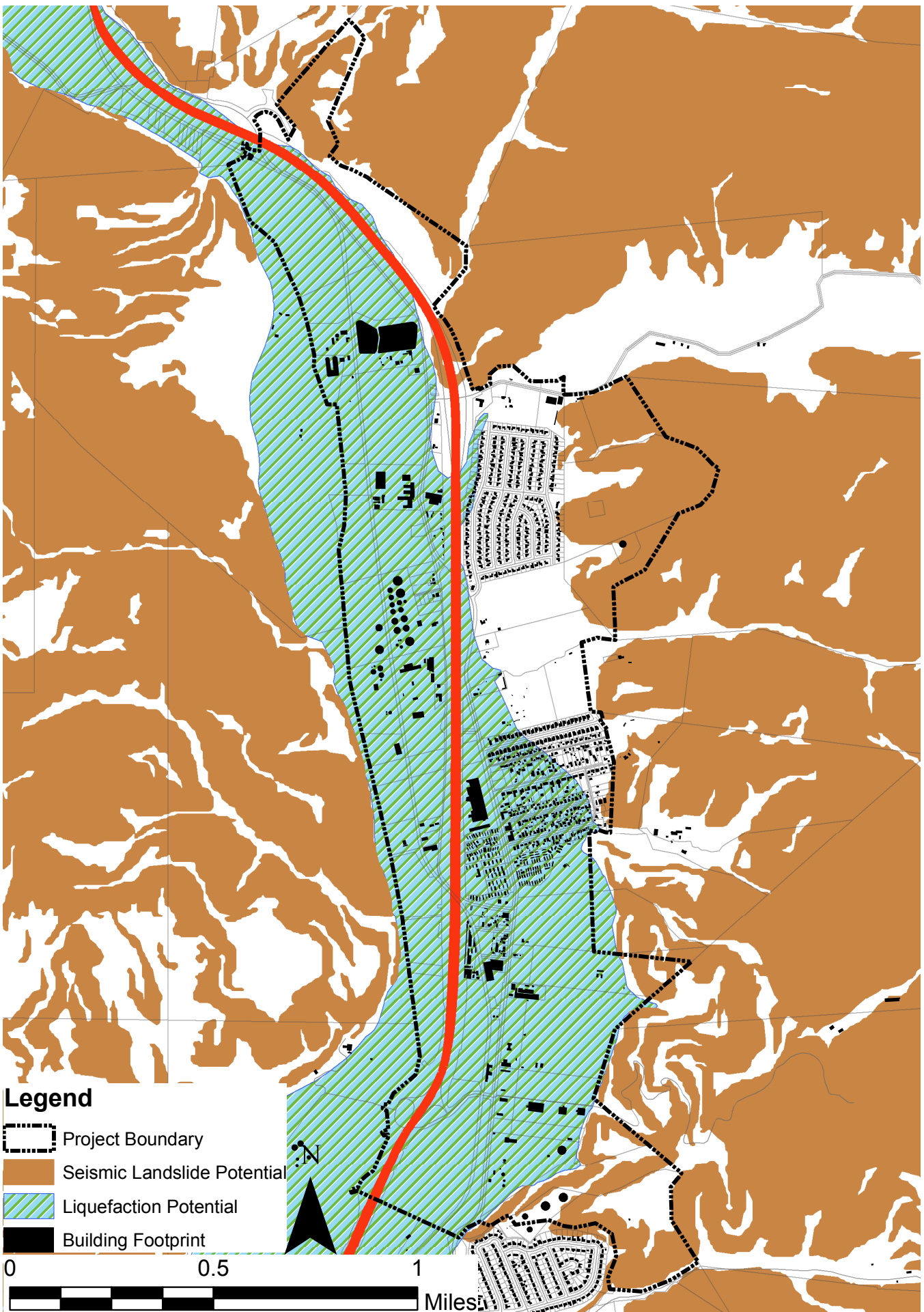


Figure 2.6 - 100 Year Flood Zone

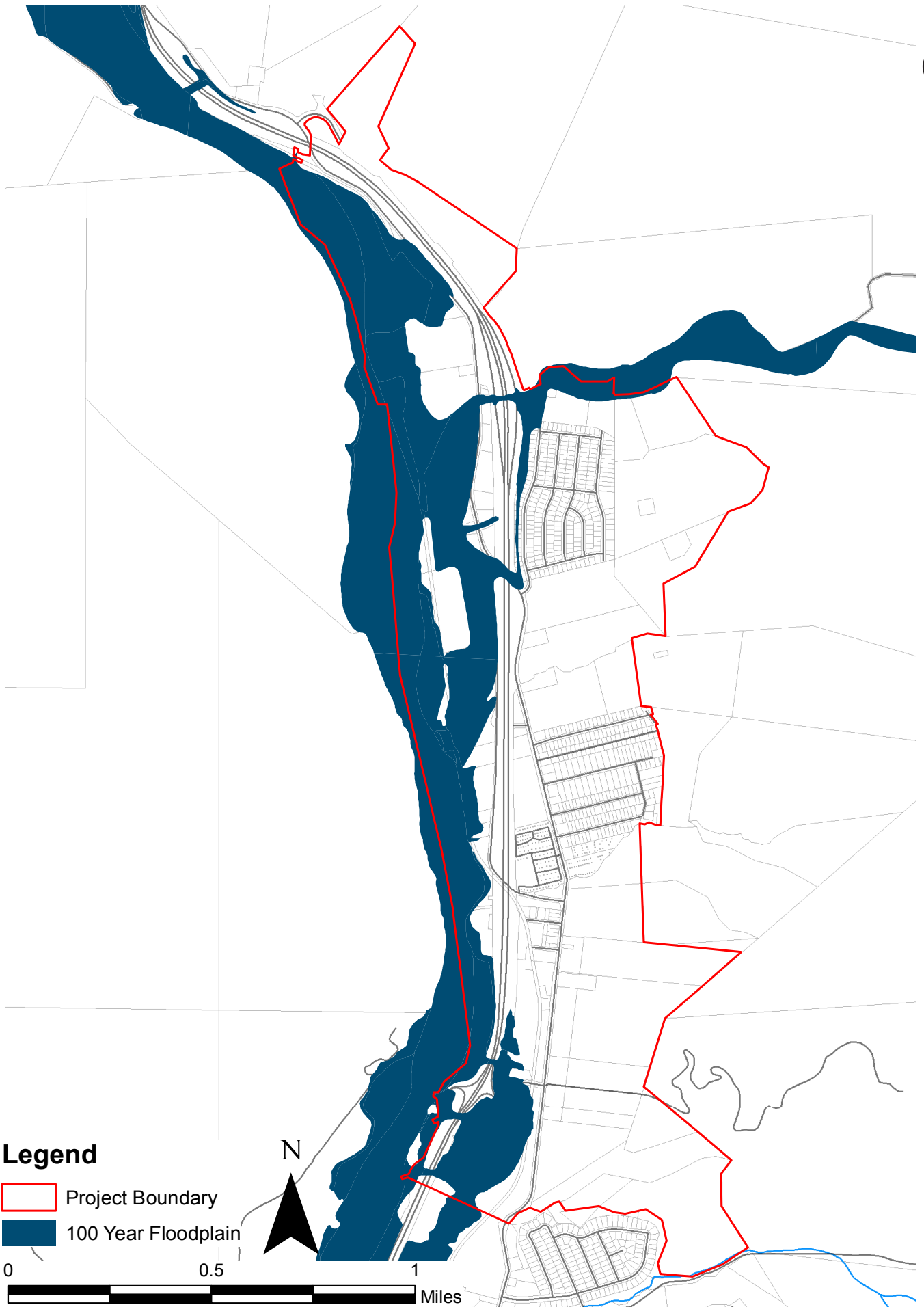
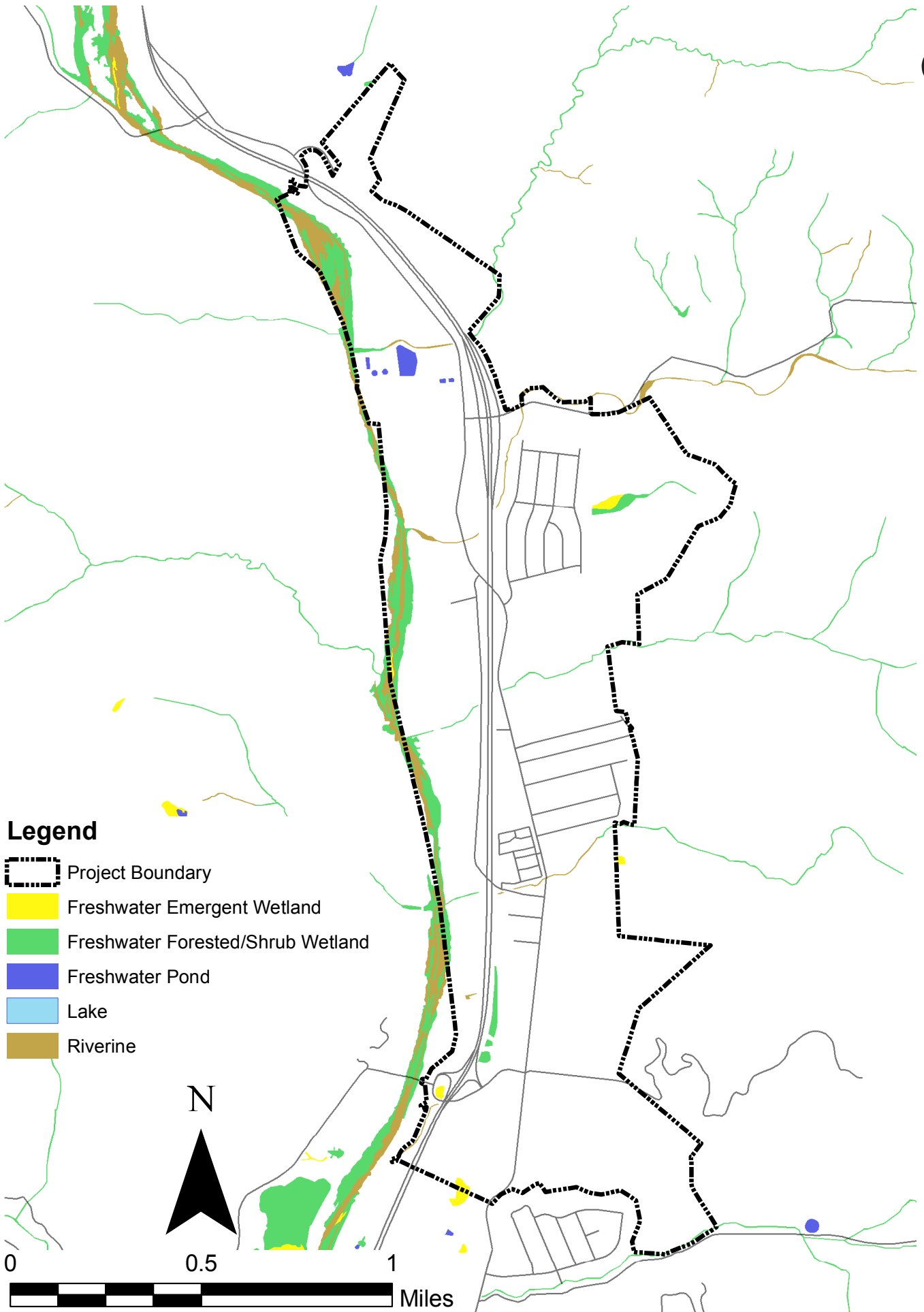
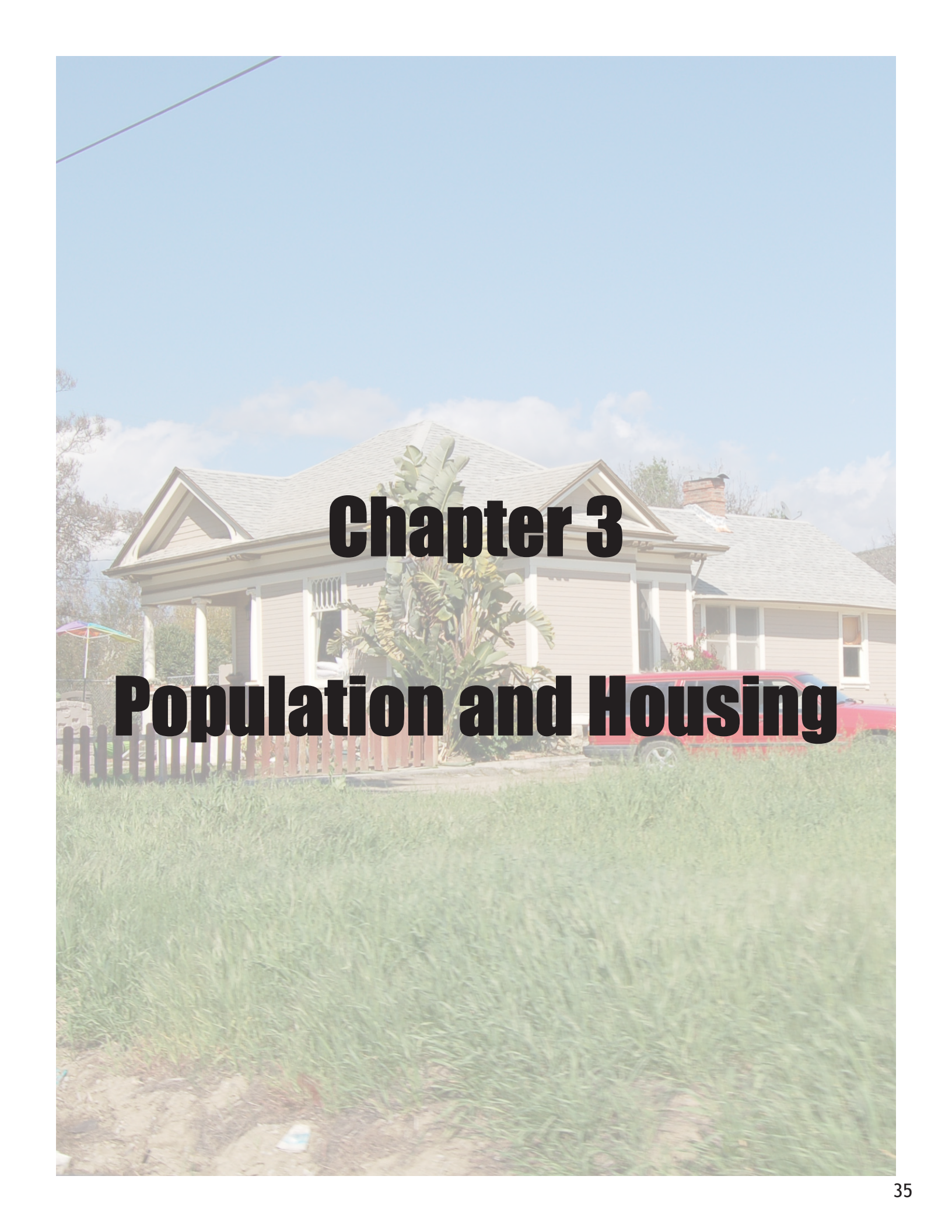


Figure 2.7 - Wetland Habitat



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Chapter 3

Population and Housing

Introduction

The population and housing typology within North Avenue are separated into two distinct forms. The housing types and associated demographics can be correlated as single-family homes. The race and ethnicity of residents of North Avenue are disproportionate to the collective demographic of the City of Ventura. This section of the report details the demographics of populations in the study area and highlights the opportunities for development based on the current and projected housing needs assessment.

There are 1,000+/- households in the North Avenue community. Data about the characteristics of the households were obtained from the U.S. Census via Factfinder, and the 2005 General Plan. This source provided a breakdown of homeowners and renters, income level, ethnicity and educational background. An analysis was done to determine the current housing stock based on the supply, type, condition, age, cost, vacancy rates and affordability.

Methodology

Data collection was obtained through two main sources. The first was through site visits to the community of North Avenue to obtain data based on personal surveys of residents within the area. The use of several online tools provided the necessary information to better understand the characteristics of the community as a whole. The sites included the U.S. Census, the City of Venutra's Comprehensive Report, and the Ventura General Plan. Together, these sources allowed confirmed the demographics of the population and the housing parameters in the community.

Detailed information about the community was found in housing tracts 12.04 of the County of Ventura and was used to determine the characteristics of population and housing specifics.

Population Characteristics

All of the information in this section was obtained by the U.S. Census using the information from Tract 12.04 (Figure 3.1). This tract covers a large amount of land outside of the North Avenue and includes a certain population that does not reside within the project boundaries; however a majority of the residents covered by the Census Tract are concentrated within North Avenue, thus the information is still representative of the community.

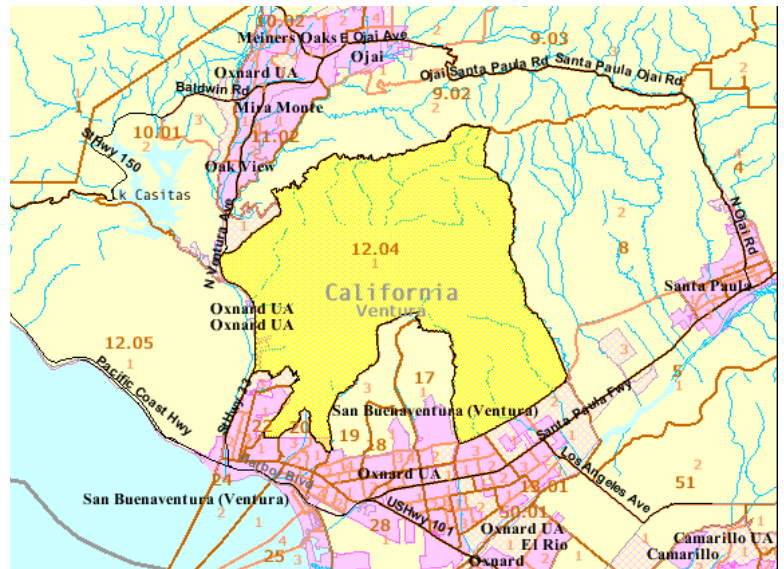


Figure 3.1: U.S. Census Tract 12.04. Figure courtesy U.S. Census Bureau.

Population

According to the 2006-2008 American Community Estimates by the U.S. Census, the total population for the City of Ventura was 105,999, a one percent drop from the estimated 106,096 in 2005. Due to the fact that there are no population estimates for Tract 12.04 for the 2005 or 2006-2008 estimates, it was theorized that the area grew at the same rate as the City. This gives the tract an estimated population of 2,471, down from 2,496 in 2005 (Figure 3.2).

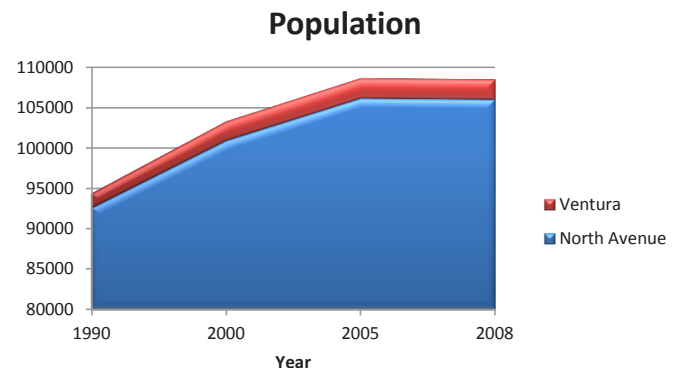


Figure 3.2: Population Comparison between the City of Ventura and North Avenue. Source: U.S. Census Bureau

Age

The average age for residents in the North Ave is 35 to 36 years of age, while the rest of Ventura is 37 to 38 years of age. However, there is a large number of children under ten years of age that live in the community (Figure 3.3) and any future planning decisions should be made accordingly.

Race and Ethnicity

The majority of the North Avenue population is white (Figure 3.4), which follows the trend for Ventura. This is in stark contrast to the Westside where Hispanics make up a majority of the population.

Household Income

A majority of the residents (over 44%) make between \$35,000 and \$75,000, making the North Avenue a predominantly middle to lower-middle class community (Figure 3.5). Approximately 18% of the residents make over \$75,000+, while over 37% of the residents make less than \$35,000; meaning that any future planning should take this into account.

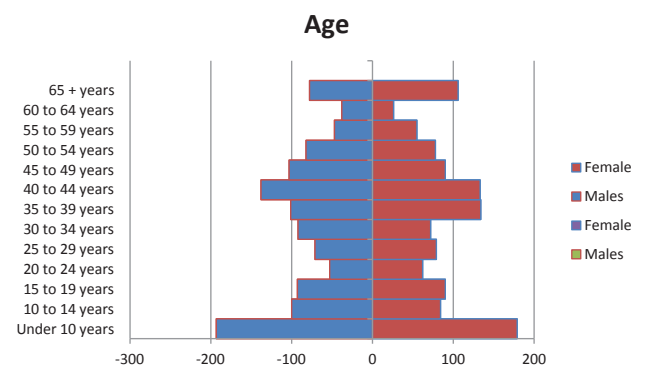


Figure 3.3: Age breakdown by sex for North Avenue. Source U.S. Census Bureau

Race & Ethnicity

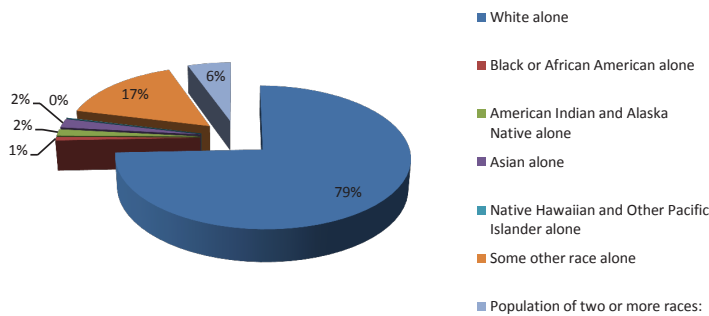


Figure 3.4: Population by Race for North Avenue. Source: U.S. Census Bureau

Education

Over 45% of North Avenue residents have attended some college or received their associates or bachelor's degree (Figure 3.6). That number jumps to over 76% when high school graduates (including equivalent graduation status).

Housing Characteristics

Supply

The expansion of housing within the North Avenue area will be limited as most of the focus is going towards the economic growth of the industrial sector. Currently, under the General Plan, 150 units of infill development are expected to occur in the area. A majority of the residential development is expected to come from housing provided by the Brooks Institute in a campus-village which would provide a mix of housing types. Vacant land is expected to be converted into higher density or mixed-use residential.

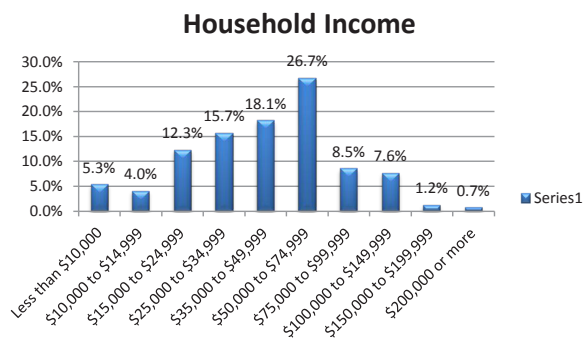


Figure 3.5: Household Income for North Avenue. Source: U.S. Census Bureau

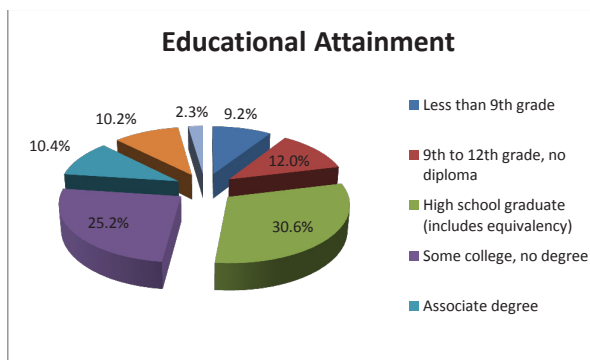


Figure 3.6: Educational Attainment for North Avenue. Source: U.S. Census Bureau

Size and Type

A majority of the homes are large, older, single-family homes with densities up to 8 units per acre. They are concentrated in two main areas on the east side of North Avenue. There are a two locations of mobile home parks in the North Avenue industrial districts with a density ranging from 9-20 units per acre. Future residential units will be a mix of units with higher densities ranging in the 9-20 units per acre.

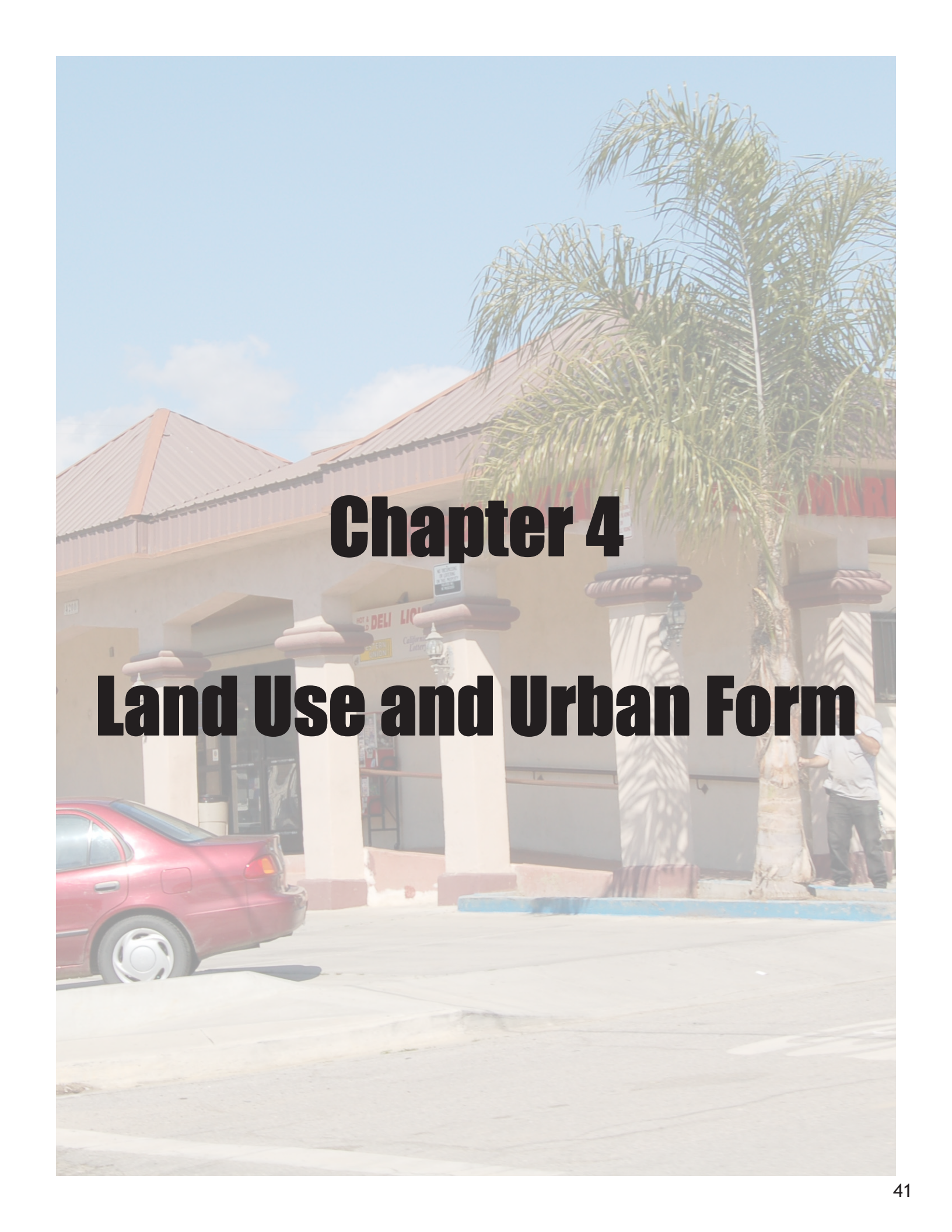
Housing Cost

Currently, homes in North Avenue range from \$249,000 to \$310,000 for single family homes. According to Trulia.com, a real estate search engine, the average median sales price is \$355,000 for homes in the City (figure 3.7). Property values in the area dropped dramatically after the housing market crash of 2007-2008 and homes in the area have been slow to recover. Figure 3.7 show the trend for all home sales in the City since January 2000.



Figure 3.7: Median Sales Price for North Avenue. Source: Trulia.com

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A photograph of a commercial building with a red metal roof and white columns. A large palm tree stands in front of the building. A red car is parked on the left side of the frame. The text "Chapter 4" and "Land Use and Urban Form" is overlaid on the image.

Chapter 4

Land Use and Urban Form

Introduction

This section of the report includes information regarding land use and urban form of North Avenue. It provides information on the existing characteristics of community.

Urban form is the study of humans interactions within the built environment. In this case, the involvement with residents in the community was the basis for understanding the effects of the built environment. The study includes identifying key landmarks, nodes, central gateways, pathways, edges and districts. Together, these elements create the uniqueness of the community collectively, providing the characteristics that make for well defined place making.

This chapter identifies the distribution of land uses in the study area, highlighting existing conditions that may hinder developmental constraints in the future.

Methodology

Information provided in this chapter was developed from site visits, reviewing of reports and documents provided by the City of Ventura, and information collected from previous community questionnaires and surveys during public workshops. In November 2006, the Cal Poly Planning lab participated in a community workshop that provided information on key components of urban form and land use characteristics.

In order to provide a detailed analysis of existing housing stock, GIS was used to obtain accurate information about parcel size, building footprints and lot specifications. The mapping tools also provided information about land use typology. Under current zoning law, the projections for build-out assume that all parcels would be built to the maximum extent possible.

Existing Land Use Characteristics

The project area was mainly developed during the oil boom of the 1920's. Almost the entire southern half and western edge of the project area is used for industry or oil production. Within this section there is an abandoned USA oil refinery. In the central and western portion of the project area there are two main concentrations of commercial space and residential homes (Figures 4.2 and 4.3).

Residential

The existing land use patterns within the project area are closely tied with the history of the oil industry. There are two clusters of residential uses in North Avenue, separated by a large area of agriculture currently designated as SOAR. The Norway Tract is a more recent tract home development where many of the houses exhibit the typical ranch style. The older clusters of homes were developed at different times and consist mainly of custom single family homes, with no single architectural style being predominate. There are also two mobile home parks in the area.

Commercial

There are only a few parcels in the project area that are designated commercial and they are solely along Ventura Ave. These consist of a corner store, a walk up restaurant, and an industrial retail storefront. These store fronts are predominantly auto oriented even though they are fully accessible by bicycling or walking. The architectural style of the commercial buildings is more modern, having undergone recent façade lifts.

Industrial

The project area is still predominately industrial related, specifically surrounding oil extraction, and can be seen by the presence of oil derricks, warehouses, and manufacturing plants throughout the site. One of the largest manufacturing plants in the project area is the Pepsi Plant, located in the middle of the site next to Highway 33 and across Ventura Ave from the first neighborhood. It is the dominance of industrial uses that has shaped the majority of architecture and aesthetics of the community.

Civic/Public

Civic and public land uses include schools, parks, or emergency services that are held by Ventura County or the City of Ventura to provide a public service. The only public lands in the project area are the City of Ventura's Wastewater Treatment Plant, a Ventura County Sheriff outpost, and the Ventura River Bike Trail. The closest park to the project area, Foster Park, is about a half mile north of the site, and the closest elementary school, E.P. Foster, is about a mile south of the project area.

Agriculture

Although the City of Ventura and the surrounding area has a strong agricultural heritage,

there are only three parcels currently used for agriculture within the project area. The type of agriculture that exists on these parcels are orchards and row crops.

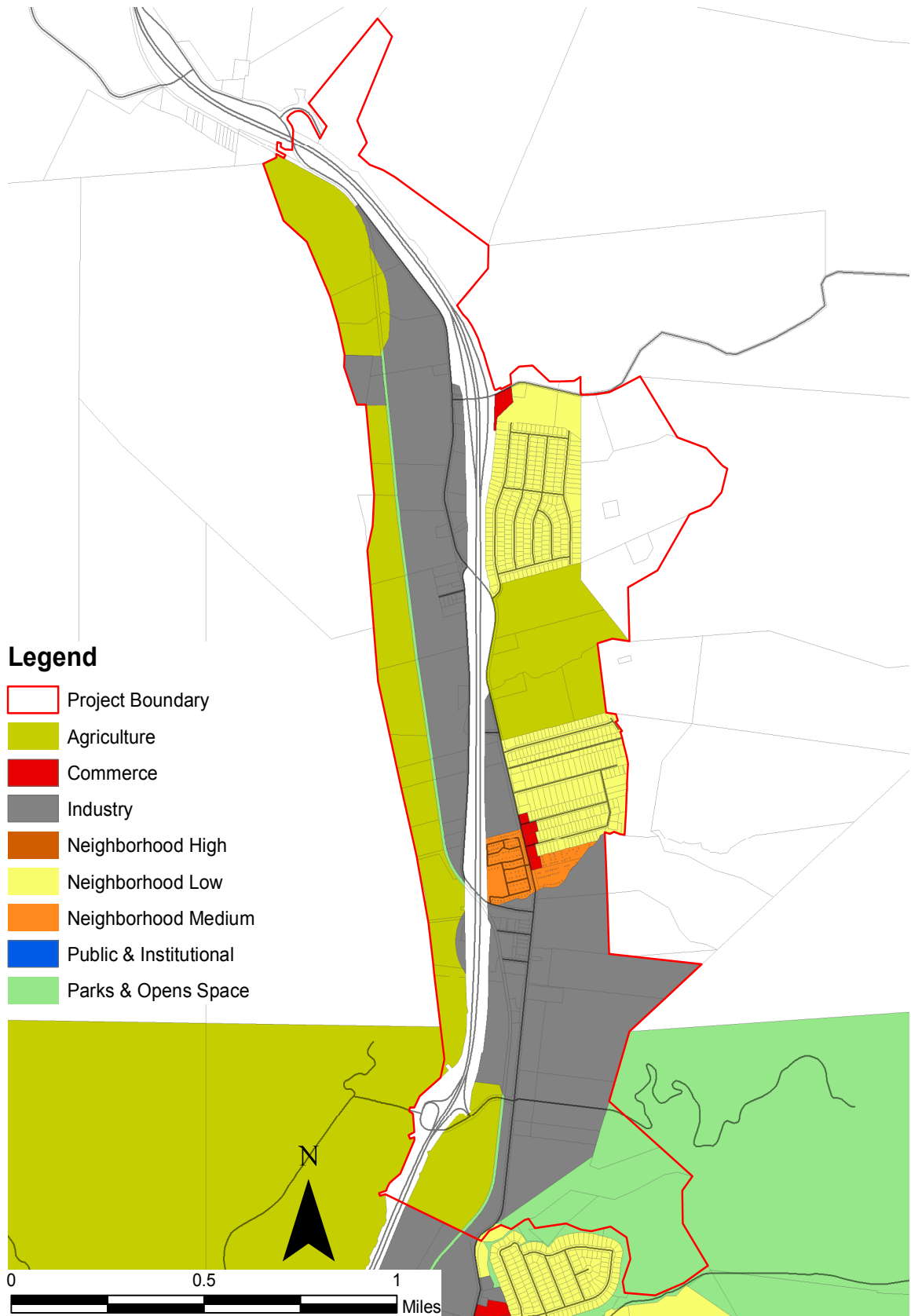


Figure 4.1 - General Plan Designation

Figure 4.2 - Parcel Map

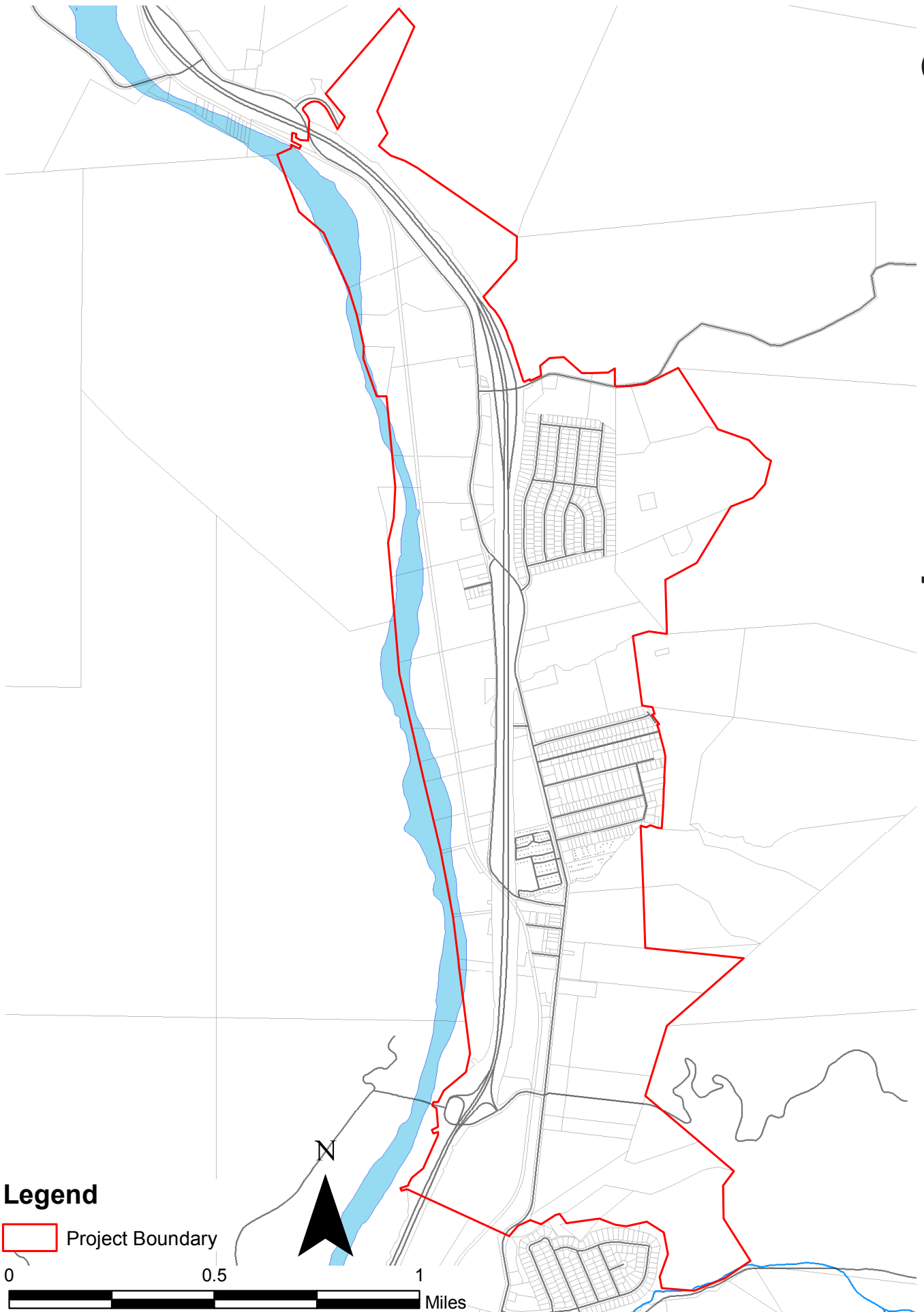


Figure 4.3 - Building Footprints



Elements of Urban Form

Elements of urban form define a community's uniqueness and distinction from other cities, communities or bordering districts. They include landmarks, nodes, paths, districts and gateways. The scale and development pattern are also included as elements which define the urban experience for the public.

Landmarks

A landmark is a natural or built object which acts as a point of reference for the observer. The hillsides along the eastern boundary of the project area are a recognizable natural landmark. The Brooks Institute of Photography (Image 4.1), located in the northern section of the project area, serves as a regional landmark due to its prominence and architectural appeal. Another landmark would be the Pepsi manufacturing plant, located in the middle of the site, due to its size and prominence in the community.



Image 4.1: Brooks Institute of Photography main entrance. courtesy Donald Nielsen.

Nodes

Nodes are community centers that serve as active gathering places and spaces that promote social interaction. The project area has one main node which is centered on the community's only local store and restaurant, specifically located at McKee St and Ventura Ave (Image 4.2). Brooks Institute serves as an auxiliary node due to the high level of activity for students and faculty.



Image 4.2: North Avenue's only market and restaurant. Image courtesy Donald Nielsen

Paths

Paths are the routes the residents and visitors most commonly follow to get to their destination. Ventura Avenue serves as the primary corridor for the community and is used for vehicular, bicycle, and pedestrian traffic. It provides access to the Westside and Downtown to the south and Oak View and Ojai to the North. Shell Road and Canada Larga Rd serve as the primary connections between Ventura Avenue and Highway 33, yet they remain relatively undeveloped. The Ventura River Bike Trail also runs through North Avenue paralleling Highway 33 and then the Ventura River after it passes the Crooked Palm Road underpass (Image 4.3).



Image 4.3: Ventura River Bike Path underpass. Image courtesy Donald Nielsen.

Districts

A district is an area in a city where most of the built environment is homogenous. These can be identified by one or several indicators and include, but not limited to, architecture, social/cultural, economics, and development patterns. The only district identified in the project area is the North Avenue District. This district grew from the oil boom in the 1920's and is based on building typology; these range from warehouses to ranch houses.



Image 4.4: There is little difference between the edges of industrial use and residential use. Image courtesy Donald Nielsen.

Edges

Edges are the imaginary lines between districts that help to define an area. For the North Avenue the hillsides to the east and the Ventura River to the west are natural edges for the project area. The southern edge of the project area is also distinct due to the fact that it is the start of the oil field and is characterized by undeveloped land dotted with oil derricks. The northern edge of the project area is more gradual due to the presence of agriculture and grazing land between the developed land and the more natural open space.

Gateways

Gateways are the entry and exit points located along the edges of the community and can be natural or built. The project area has four gateways into the area and includes the intersection of Ventura Avenue and Dakota Street to the south, the Shell Road interchange, the Canada Larga Interchange, and the Ventura Water Reclamation Facility at the northern end of the Study Area

Scale

Scale is used to describe the vertical size and shape of a community and typically is described in relation to the pedestrian. The scale along Ventura Avenue ranges from small single story shops and offices, to warehouses, to single-family residential homes. The buildings are typically set back from the street giving the area a more suburban look to it.

Patterns

Building patterns describe the frequency of building sizes, positioning, and architectural characteristics present in a community. Patterns produce unity in a neighborhood and can function as a representation of a community's identity. In the North Ave there is no real set pattern for development due to each section being constructed at different times. The only sections that have a continual pattern is the Norway Residential Track and the Los Cabos Residential Track.

Development Constraints

Development is limited by existing establishments like Highway 33, which bisects North Avenue, the Ventura River and hillsides located on each side of the study area.

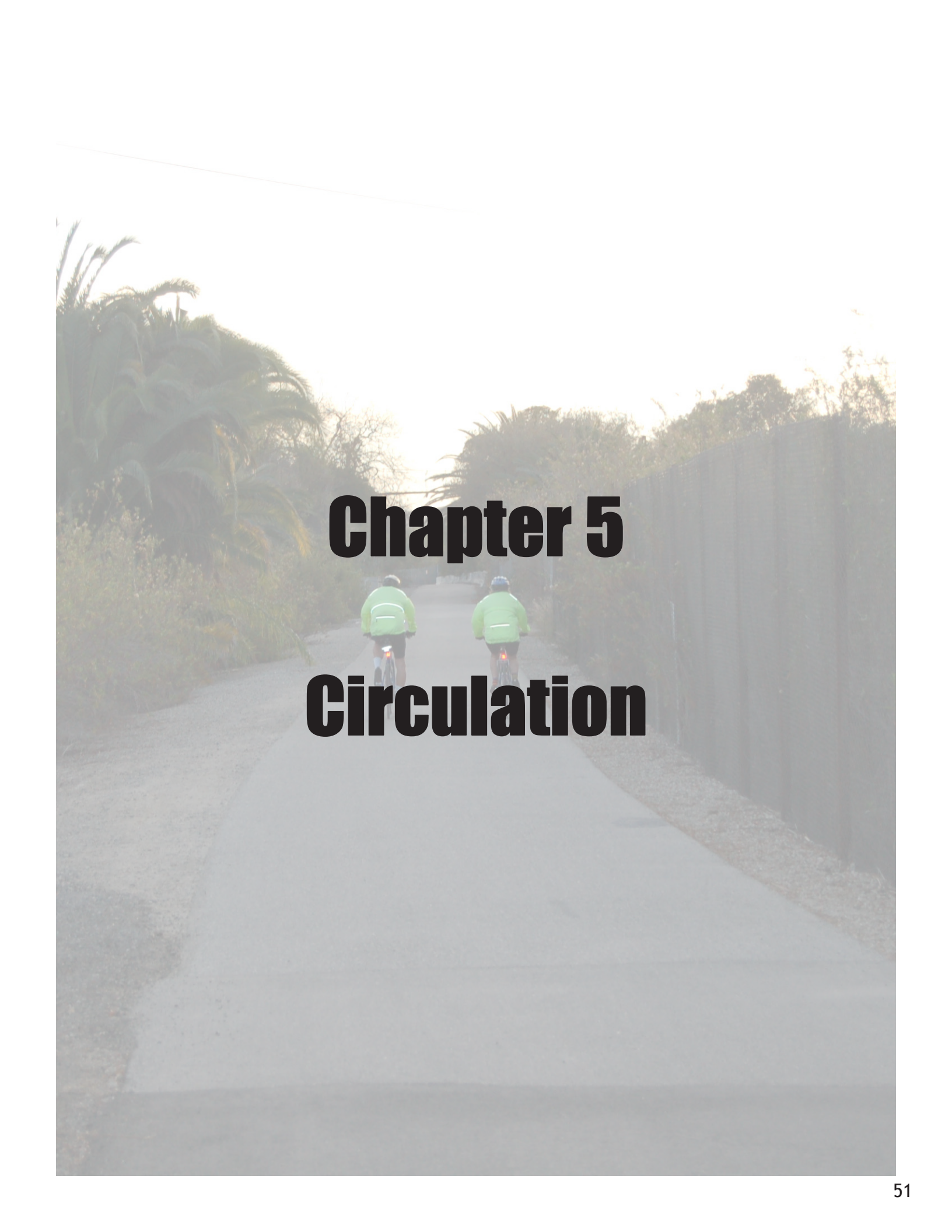
In order for the North Avenue Community to be considered part of the City of Ventura, an annexation must be made to be included within City limits. Under current zoning regulations, there is little room for additional developments, both residential, commercial and industrial. This constraint can be matched with by issuing zoning changes within North Avenue to allow for increased development. The annexation process involves LAFCO and requires the City to expand its official city limits.

North Avenue is currently deemed County land, although there are efforts being made to annex this land into the City of Ventura. North Avenue is seen as part of the City of Ventura's Sphere of Influence. As new proposals for development ensue, the likelihood of annexation will become imperative. Once annexation takes place, North Avenue will be under the same provisions of the City of Ventura.

Build Out Potential

Build out potential is an estimate of the development that the project area could accommodate based on the current land use categories and development standards. To establish build-out potential, a complete inventory of existing residential, commercial and industrial units and square footages was created using Arc GIS, assessor's parcel data, aerial photographs and field surveys. This comprehensive inventory also included the total net acreage of vacant land in the Study Area. Build-out projections were calculated on the assumption that each parcel will be developed to the fullest extent under the zoning code. The project area could accommodate 110 new single family residential units, and over two million square feet of new industrial space.

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A photograph of two cyclists riding away on a paved path. The cyclist on the left is wearing a bright green jacket and a black helmet. The cyclist on the right is wearing a bright green jacket and a blue helmet. The path is flanked by lush greenery on the left and a dark, textured wall on the right. The background is a bright, hazy sky. The text "Chapter 5" and "Circulation" is overlaid in large, bold, black font.

Chapter 5

Circulation

Introduction

This section of the report provides detailed information on the circulation and noise in the North Avenue Study Area. The geographical limitations of the study area limit the accessibility of the site. The major arterial roadways in and out of the community include North Ventura Avenue, Crooked Palm Road, and Highway 33. These are the central roadways in and out of the project area.

This chapter incorporates pedestrian, bicycle pathways and public transportation as additional methods for circulation in the North Avenue community. These alternative forms of transportation are an important part of alleviating congestion from single occupancy transit as Caltrans has determined inadequate accessibility on major roadways, including Highway 33.

Pedestrian accessibility is a fundamental component of creating communities that are safe. Several components that help determine the accessibility include the walkability of the community, proper safety on boulevards and connector corridors.

Bicycle pathways have been studied based on the existing routes within the Study Area, the future developments as outlined in the bike plan, and any safety concerns that may pose as a deterrent for cyclists. Successful public transportation ridership is determined by the level of ridership, the frequency of transit stops, and the accessibility to varying areas within the community and the services provided for para-transit. In addition, parking and streetscapes are considered an integral component of circulation. The accessibility, integration, aesthetics and capacity are all components necessary to encourage proper circulation.

The documents reviewed included the Ventura General Plan, the Ventura Bikeway Plan, the 2005 Annual traffic Report, the City of Ventura's 2005-2010 Annual Capital Improvements Project Plan, the City's 1989 Circulation Plan Map, Ventura County's Regional Trails and Pathways Master Plan 1995.

Existing Characteristics

Roadways & Accessibility

The connectivity and accessibility of roadways is key to a functional and successful transportation system in any community. For the North Avenue this consists of Highway 33 traveling north to south the length of the community with most development on the right side (Figure 5.1). Large expanses of the area are industrial so few roads travel throughout, with most gated off from the public. The two main residential areas are collector streets, based loosely on a grid system. Most of the traffic is diverted to either Highway 33 or onto N. Ventura Avenue. Highway 33 connects to Highway 101 and West Main Street.

Highway 33

Highway 33 is the main traffic collector for the entire North Avenue community. Currently the County of Ventura has recognized that the Level of Service (LOS) is not sufficient for Highway 33. The LOS for Highway 33 is at level F, which is below the acceptable standard. Current policies state that no new development is allowed to create additional peak hour trips on Highway 33 southbound traffic in AM peak hours (6:30-9:00 AM) or for northbound PM peak hours (3:30-6:30 PM).

Projects are required to mitigate peak-hour traffic elsewhere to avoid significant impacts. This typically mean that additional traffic is moved to North Ventura Avenue, which is designed for traffic at a maximum of 45 miles per hour. Improvements will need to be made to Highway 33 before new development can occur. For additional information refer to the Ventura County SR 118 and SR 33 Procedures for Initial Screening.

Pedestrian Paths

There are no major pedestrian paths for residents to enjoy. Those who do want a leisurely stroll can walk along the Ventura River Trail (also known as the Ojai Valley Trail extension). For those who rely on walking to work within the community can walk along North Ventura Avenue north of Crooked Palm Road, which has sidewalks on both sides of the road. South of Crooked Palm Road, North Ventura Avenue services mostly the industrial section and only has shoulders.

Improvements will need to be made as development in North Avenue increases to ensure pedestrian access is sufficient and safe.

Bike Paths

Except for Highway 33, bicyclists can travel along any of the road in North Avenue (figure 5.2). Additionally the Ventura River Trail, which extends from the coast to Ojai, parallels North Ventura Avenue until Crooked Palm. At Crooked Palm the river trail cross under Highway 33 and then follows along the Ventura River. At the north end of the project the trail bisects the sewer treatment plant before running parallel to the Ventura River and Highway 33 up to Ojai.

Public Transit

The only mass public transit option serving the North Avenue is the Gold Coast Transit agency. There are five bus stops located throughout the community (figure 5.3) and service is insufficient for the area.

Streetscapes & Parking

Streetscapes within the residential areas are the most pleasant and enjoyable for community members. Adequate facilities exist for children, the elderly and disabled. A majority of the main roads are not adequate for daily use and residents cannot walk along North Ventura Avenue from one end of the community to the other. Significant infrastructure will need to be put in place in terms of sidewalks, landscaping, medians, on/off-street parking and bicycle lanes in order to comply with the California Complete Streets Act, AB 1358.

Noise

A majority of noise within the community is generated by traffic on Highway 33 during peak hours and on site in the industrial zone. Highway 33 typically has sounds reaching 75 decibels of noise or more, while the residential areas have less than 60 decibels. As the area develops additional studies will need to be made to ensure noise is kept to a minimum in residential areas. The use of sound walls or barriers may become necessary.

Figure 5.1 - Highways & Major Roads

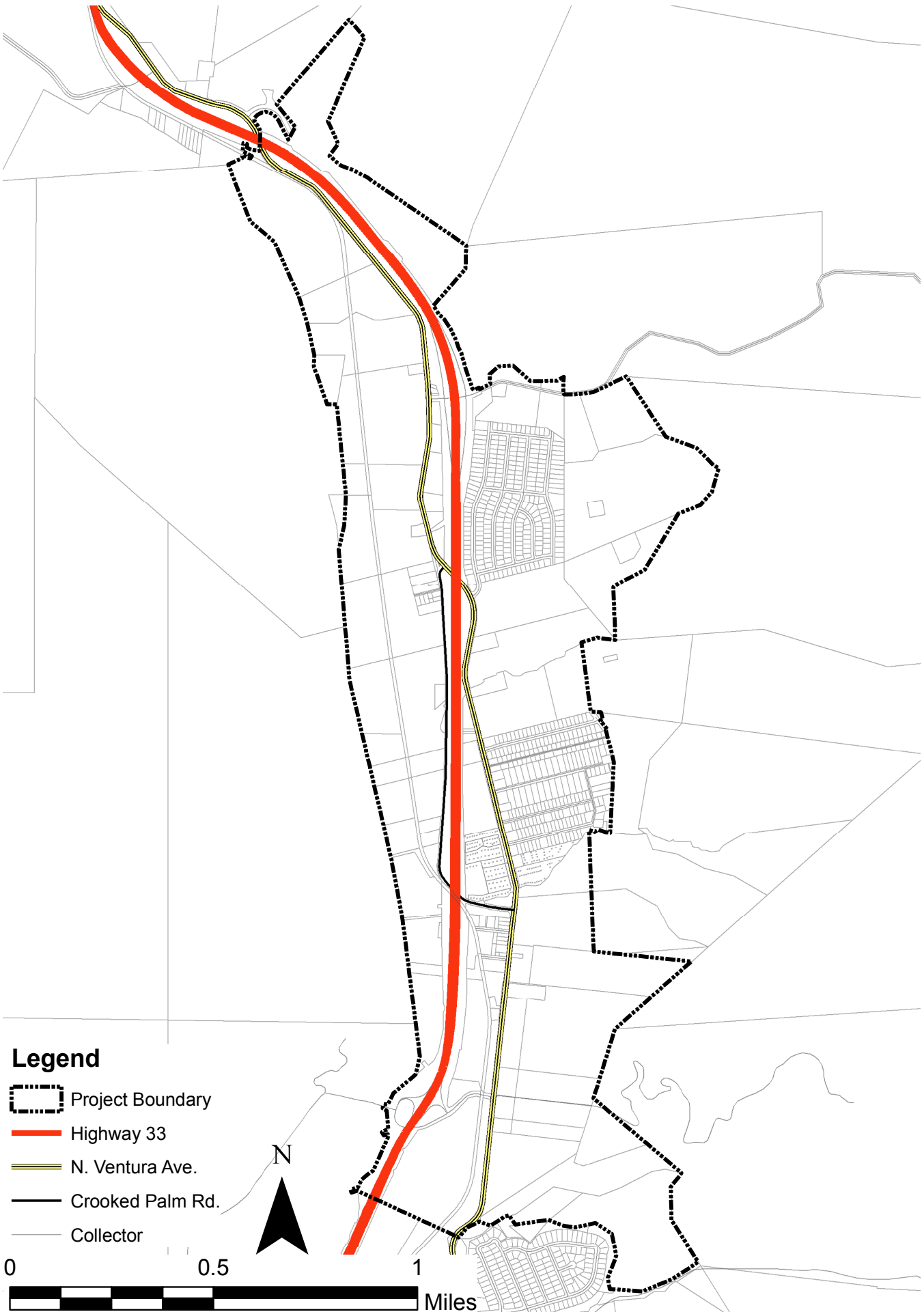


Figure 5.2 - Bike Lane Classification

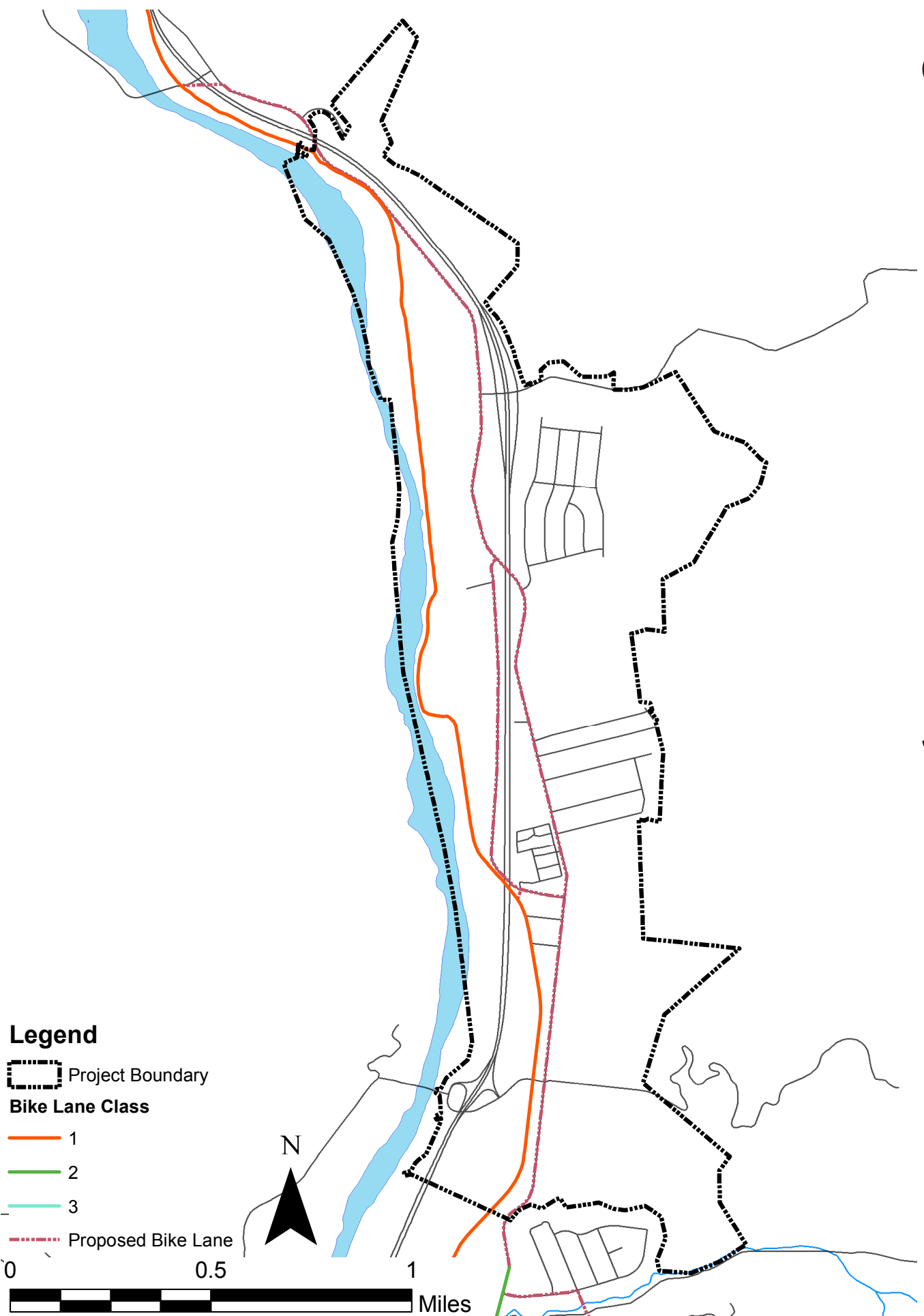
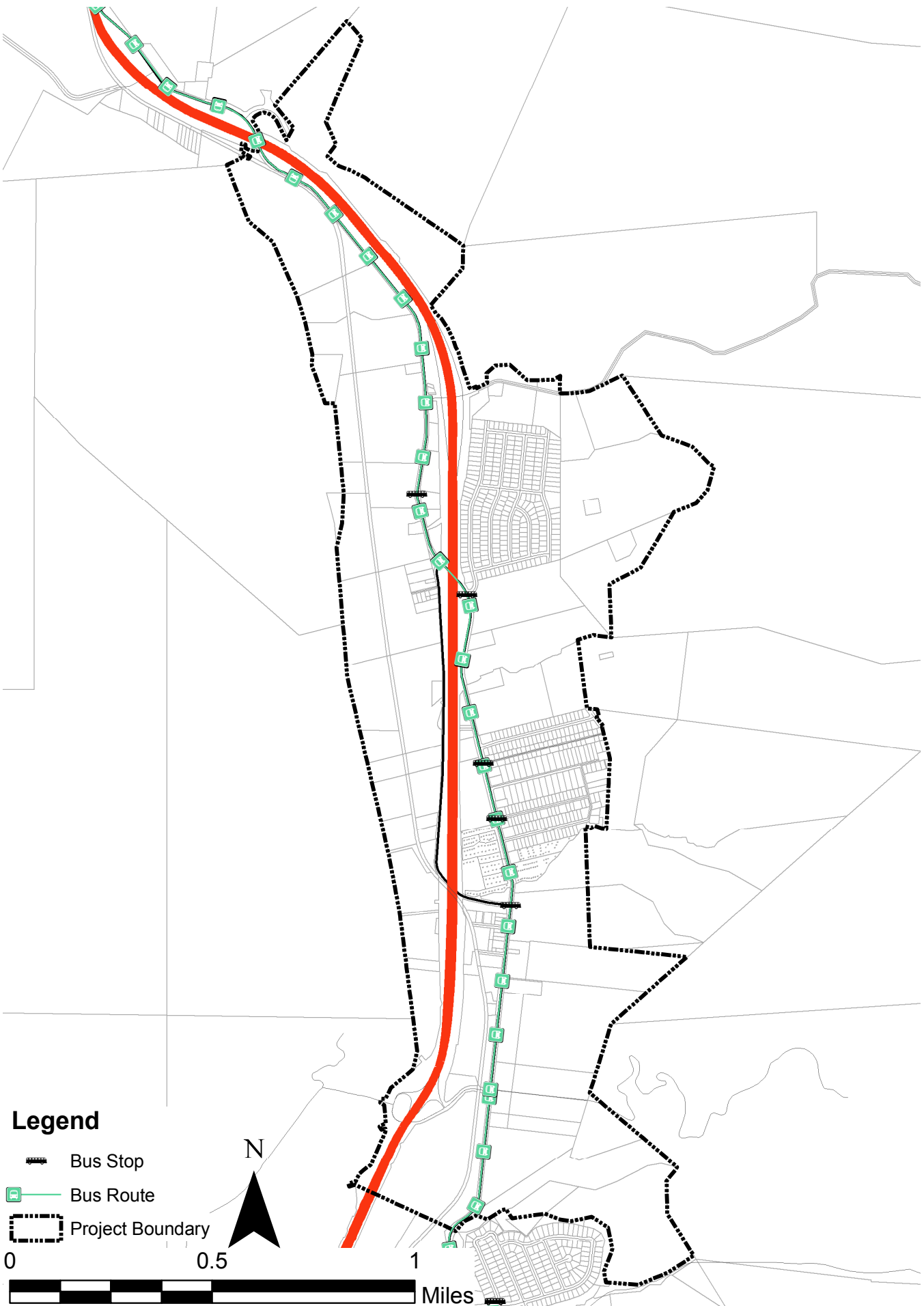
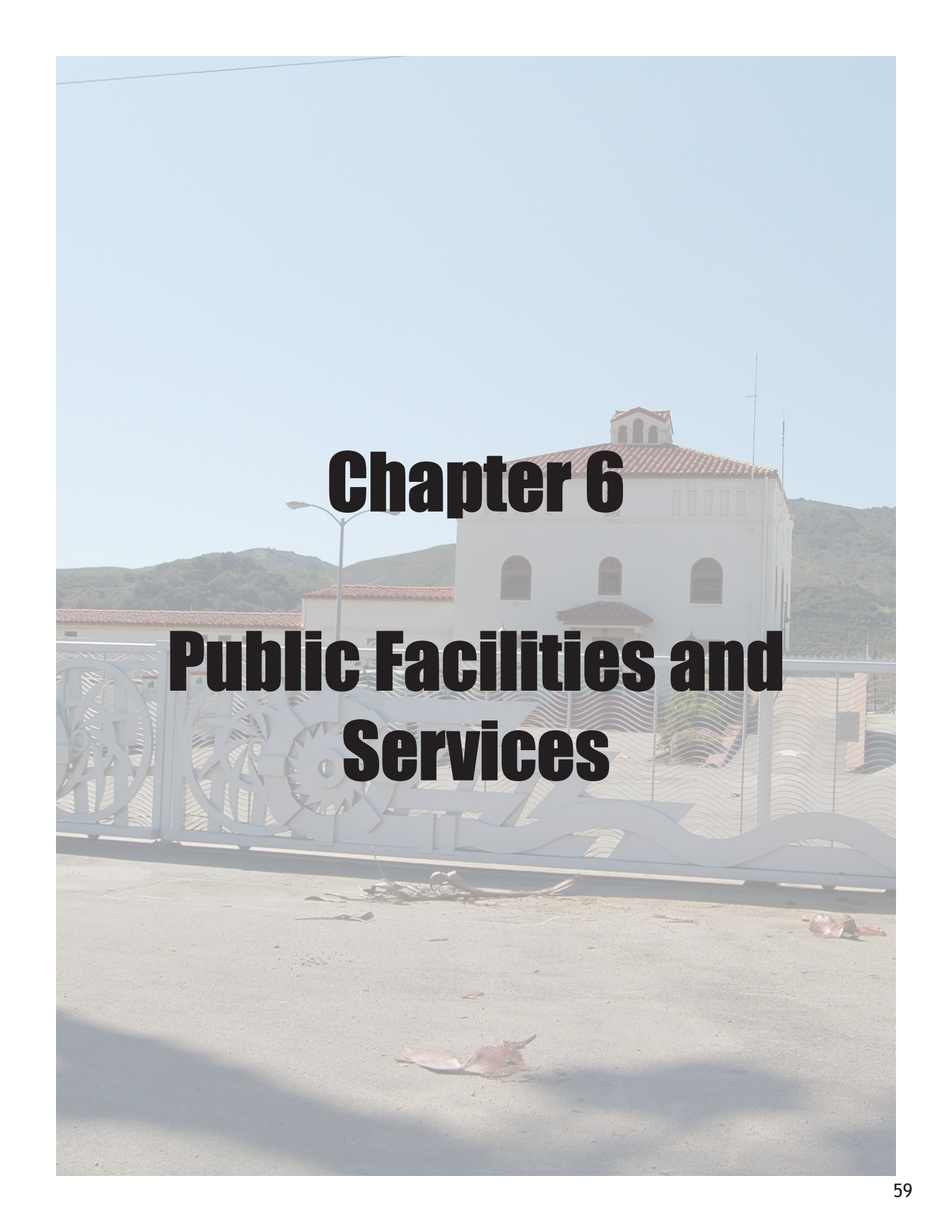


Figure 5.3 - Bus Stop's and Route



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The background image shows a public facility, possibly a park or a school. In the foreground, there is a decorative metal fence with circular and wavy patterns. Behind the fence is a paved area with some scattered debris, including what looks like a piece of wood and some trash. In the background, there is a large, white, two-story building with a red-tiled roof and arched windows. The building has a small bell tower on top. The sky is clear and blue, and there are hills in the distance.

Chapter 6

Public Facilities and Services

Introduction

This section of the report includes information on Public Facilities and Services located within and surrounding the North Avenue community. These include the provision of adequate police, fire and medical services and include infrastructure services such as water, sewer, parks and recreation, educational and community facilities.

The report that follows provides detailed information about the services in the North Avenue project area. The City of Ventura currently provides emergency services to the area, in conjunction with the County, because it is part of the City's sphere of influence.

The North Avenue sewer system needs to be upgraded in order to meet minimum state requirements, and to allow for a projected increase in capacity. The SAGE charter school opening has allowed for students to be more evenly dispersed amongst the schools in the area.

The nearest medical emergency response, Lifeline Medical Transport is located 2.3 miles from the southernmost portion of North Avenue. This results in a 3-4 minute response time for medical emergency service to the project area.

Methodology

The research conducted in and around the North Avenue project area were provided by on location site analysis trips. Documentation of public facilities and services were conducted by windshield surveys. Additionally, the mapping of the area shows that many of the response times in Ventura are insufficient, especially to North Avenue.

The City's Comprehensive Background Report (2002), was reviewed for current and project updates to services. This information was necessary to understand the demands of future development in North Avenue as an increase in population will require a more substantial reliance on proper services to the community.

Public Safety

Police Services

There is no direct police presence in the project area, with the exception of a Ventura County Sheriffs outpost. The project area is covered by the City of Ventura Police, Beat 1, and the closest constant police presence is the Westside Police Storefront at 303 N Ventura Ave.

Fire Services

There is no firefighting presence within the project area, and the closest station is at the corner of N Ventura Ave and Ramona St. The response time from this station to the project area is between five and eight minutes. A standard acceptable response time for the City is considered to be five minutes or less.

Water and Sewer Facilities

Water Supply and Facilities

The North Avenue area receives its water supply from the Casitas Municipal Water District, Oxnard Plain groundwater basin, Santa Paula groundwater basin, Mound groundwater basin and the Nye Water Wells at Foster Park (City of Ventura Comprehensive Background Report, 2002). According to the General Plan EIR, the City of Ventura will have sufficient water resources to accommodate development beyond 2030. Any development in the North Avenue area will need to be evaluated for its impact on the water supply and impact on delivery of water to the project to ensure that City resources can provide for the development.

Sewer Facilities

The City wastewater treatment facilities have typically expanded faster than the community and project that even at peak flows their plants only reach 75% capacity. The Ojai Valley Sanitary District (OVSD) serves both the North Avenue and Westside communities for treatment. Additionally two lift stations are located within North Avenue along Highway 33. According to the City's General Plan the OVSD is considered a tertiary treatment plant and daily flow averages 71% capacity (2005 Ventura General Plan, 2005). Future development will need to be analyzed for its impact on sewer treatment and whether plant capacity will need to happen first. The City has policies in place to reclaim or reuse as much water as possible.

Drainage Systems

Storm water runoff from the Avenue hillsides, located east of the North Avenue community, is intended to drain into the Ventura River. Throughout the community much of the drainage is inadequate, undersized, or incomplete. The largest drainage is La Canada Larga, located at the northwest area of the project. The City maintains approximately 20 natural and concrete lined barrancas that serve as the major drainage

courses for watersheds (2005 Ventura General Plan, 2005). The City has implemented policies designed to help with storm water drainage by using natural drainage, wetlands, and wildlife ponds over concrete retention basins where possible. The North Avenue community will need to improve drainage systems and incorporate improvements as development projects are brought in.

Educational Facilities

School Facilities

The Ventura Unified School District (VUSD) is the regulatory body that operates the school district within the City of Ventura. The district is divided into four areas based on geographical location. These include the West Side, Midtown, Montalvo, and East End. Because North Avenue is part of the County, the Study Area does not have schools that are inclusive within the City of Ventura. However, projections indicate that additional facilities would be necessary should North Avenue become annexed into the City. The VUSD aquaried a parcel in within the project area for a future school facility.

Boardering Schools

Westpark Community Center on Sheridan Way is located in the West Side area to the south of North Avenue. Information provided for the 2008-2009 school year shows that 526 students were enrolled, a decrease from 629 students in 2001. Hispanic and Latino populations make up 91% of the population at the school, with 70% enrolled in the English Learner Program.

The De Anza middle school is located within the West Side community. In 2008-2009, there were 526 students down from 745 students in 2001. Of the students, 85.2% Hispanic or Latino students and 8.8% white.

Brooks Institute of Photography

The Brooks Institute of Photography is located west of Highway 33, in North Avenue. The school is owned and operated by Career Education Corporation. Brooks Institute is a satellite campus extension from the main campus located in Santa Barbara. With an increase in enrollment, Brooks Institute was built to meet the needs of students with an interest in digital technologies. The program tuition is set at \$21,000 per year for a 2-3 year program. Plans to extend the campus to the north have been in development for several years. The campus expansion looks to increase enrollment by 4,500 students in order to accommodated the increasing demand of student enrollment at Brooks Institute.

Libraries

The Avenue Library is located south of the Study Area on North Ventura Avenue. The library circulates approximately 23,000 books. Services include free internet access to the public, copy and fax machines, private group meeting rooms, and a homework center. The Avenue accounts for 7% of the City of Ventura's library patronage. There

is a growing need to expand the offerings across the City at varying library branches. Based in the growing number of cardholders, a new branch may be necessary with the annexation of the North Avenue area.

Parks and Recreation

Parks

The City of Ventura's requires that there is 10 acres of parkland for every 1,000 persons. According to these standards, the project area is severely deficient in its park requirements due to there being no officially designated park space. The closest park to the project area is the 300 acre Foster Memorial Park, which is about half a mile north of the site. This park consists mainly of hiking trails, hillsides, and the Ventura River. The next closest park and community center is Westpark. This is a seven acre athletic/recreational complex located on the southern end of the Westside community.

The Ventura River Trail is a 6.3 mile pedestrian and bicycle path that begins on Main Street and follows the Ventura River inland. The trail follows the old Southern Pacific Railroad right-of-way and links the Omer Rains Trail along the coast to the Ojai Valley Trail for a 17-mile urban bike ride from the Ventura Pier to Ojai. The River Trail is the only recreational outlet provided for the residents in the North Avenue, but lacks sufficient access points and tends to divert away from the river and through industrial areas through this part of the trail

Community Centers and Services

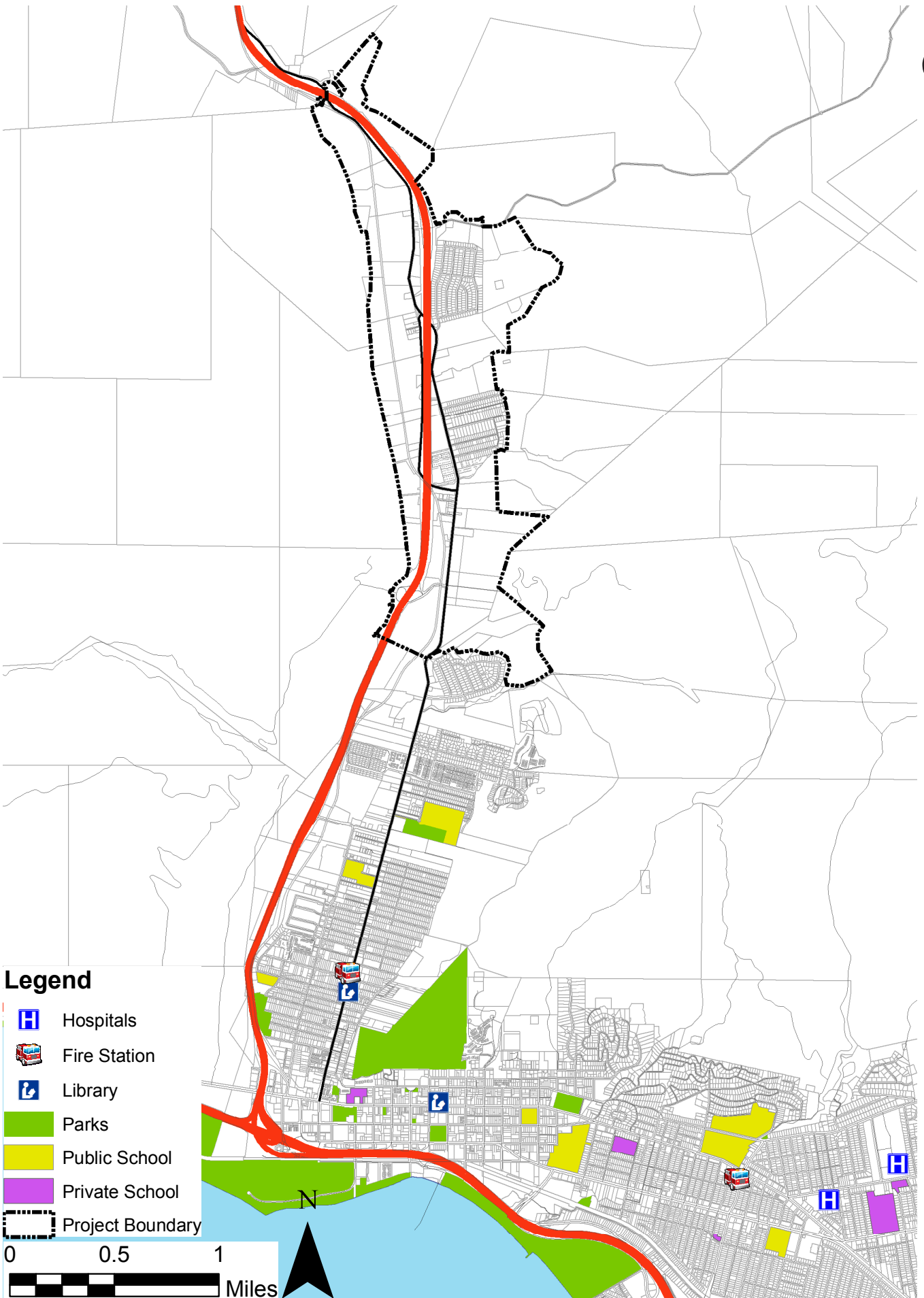
Community Centers

Located on the river front, the Westpark Community Center is a 7-acre park and facility that offers a recreation center with a gymnasium and showers, restrooms, game and craft rooms, a kitchen, and community meeting rooms (See Figure 6- 17). The park features a lighted softball/soccer field, two handball courts, children's play area, horseshoe courts and restrooms. An important and highly utilized feature of the Westpark Community Center is the PEAK after-school program aimed at keeping kids off of the streets. The facility also has a skate park and runs adjacent to the River Trail. The Ventura Avenue Adult/Senior Center is open Monday through Friday and provides various activities and support programs for the community's elderly population (See Figure 6-18). This includes: health screening, a senior nutrition program, home energy assistance program, transportation services, health insurance counseling, income tax preparation, reduced priced lunches, driver's training, and gentle yoga.

Social Services

Residents have expressed concern for the high concentration of social services located in the West Side community, as well as the large number of halfway houses (approximately 100) present within the study area. Because many of the services provide short-term care and fail to provide job training and rehabilitation programs, residents feel these

Figure 6.1 - Public Facilities



services contribute to higher crime rates in the Study Area.

Homeless Services

The Catholic Charities Center is located in the Westside Community at the corner of West Park Row and Ventura Avenue. It is a non-profit organization providing services to individuals and families from cost childcare, immigration and refugee assistance, psychological services, computer and job skills training and other supportive services.

Project Understanding is a faith-based agency founded and established on the principles and ideals of Judaism and Christianity whose mission is two-fold: To do justice by serving the poor, hungry and oppressed with compassion and mercy, and to provide avenues for those who wish to serve others. Project Understanding initiates, develops, and maintains special projects pulling together the efforts of individuals, local congregations and groups to meet the needs of those in need.

Ethnic Services

El Concilio del Condado de Ventura is a non-profit advocacy and multi-service community organization. El Concilio del Condado de Ventura is the umbrella to other community based organizations and strives, through programs and services to improve the quality of life of Latinos in Ventura County and the community at large. The agency serves as advocates for the enhancement of public health and human services to Latinos and others through collaboration with county, state and local city governments. The organization also serves as conveners for meetings with groups of residents and/or community organizations to resolve other community problems affecting Latinos and the community at large.

Cultural Services

The Cultural Funding Program includes five components: Artist Fellowships (funding to individual artists who live in Ventura, General Operating Grants (organizational support to large and small organizations in the City of Ventura), Cultural Project Grants (funds to County organizations to conduct projects and/or programs within the City of Ventura), Community grants (small grants to local non-profits developing cultural programs in partnership with artists or arts groups), and Facility Use Grants (in-kind support to local groups, providing for the use of City Hall performance venues at no charge).

The purpose of the Community Partnership Granting Program is to allow organizations providing services to the City of San Buenaventura to submit a request to meet significant community needs. The City has historically set aside approximately \$200,000 annually to fund services such as recreation, food, counseling and medical and legal assistance. In recent years this funding has been from the General Fund.

In 2004-2006, twenty-four projects received grants of cash and in-kind contributions ranging from \$2,250-\$24,500. The City Council has appropriated \$210,000 for the first year (FY 2006-07), and it is anticipated that Council will appropriate \$210,000 for the second year (FY 2007-08). Proposals submitted for this funding will be required

to comply with the policy and procedures established by the Community Partnerships Granting Program Policy and Procedures.

Groups applying for funding must be incorporated as a non-profit, charitable organization, or be chartered as a local unit of an organization so incorporated; and must be tax-exempt under the Internal Revenue Code, and under the corresponding section of the State Franchise Tax Code Section. Public entities are also eligible.

Senior Services

The Ventura Avenue Adult/Senior Center, located in the Westside Community at the corner of East Center Street and Ventura Avenue, provides various services for the elderly population in the West Side. There are currently no senior services offered in the North Avenue, but paratransit or expanded bus routes would increase accessibility to the existing facility.

Caregivers Volunteers Assisting the Elderly

United Way organization offers non-medical volunteer-provided assistance to frail, home-bound seniors in Ventura County to enable them to remain in the comfort of their homes for as long as possible.

Legal Assistance

Commission on Human Concerns offers free legal advice for all ages to help one sort out social security benefits, divorce, adoption or wills and many other legal issues.

Home Energy Assistance Program

Home Energy Assistance Program assists income-eligible households with current gas or electric bills between 9-11 am on the 4th Thursday at the Ventura Avenue Adult Center

Homeowners/Renters Assistance

Home owners and renters assistance provides tax relief to citizens 62 years of age or older, blind or disabled. Claim forms, preparation and filing assistance are available July-September:

Free Tax Preparation

Free tax preparation is available for low income and people 50 and over through AARP and the Commission for Human Concerns. This free service is available at the Ventura Avenue Adult Center Tuesday and Thursday mornings.

Gold Coast Transit Access

Service offers mini-bus transportation as a low cost alternative.

HICAP

The Health Insurance Counseling and Advocacy Program provides free assistance for beneficiaries at 1:30-3:30 pm on the fourth Thursday of every month.

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