

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA
89 SOUTH CALIFORNIA ST., SUITE 200
VENTURA, CA 93001
(805) 585-1800

W24b

DATE: February 19, 2015

TO: Commissioners and Interested Parties

FROM: Charles Lester, Executive Director
John Ainsworth, Senior Deputy Director
Jacqueline Blaugrund, Coastal Program Analyst

SUBJECT: City of San Buenaventura LCP Amendment No. 2-12 (Promenade Parcels):
Executive Director's determination that action by the City of San Buenaventura, acknowledging receipt, acceptance, and agreement with the Commission's certification with suggested modifications, is legally adequate. This determination will be reported to the Commission at the March 11, 2015 meeting in Chula Vista.

On July 10, 2014, the Commission approved Local Coastal Program (LCP) Amendment No. 2-12 with suggested modifications. The subject amendment consists of changes to the Land Use Plan (LUP) and Implementation Plan (IP) portions of the certified LCP to allow a mix of permitted uses, including residential, on approximately 11.43 acres of vacant land located east of Ash Street and west of San Jon Road.

On December 15, 2014, the City Council adopted Resolution No. 2014-078 (attached) acknowledging receipt of the Commission's certification of LCP Amendment No. 2-12 and accepting and agreeing to all modifications suggested by the Commission. The document was transmitted to Commission staff on December 18, 2014.

Pursuant to Section 13544 of the California Code of Regulations, Title 14, Division 5.5, the Executive Director must determine that the action taken by the City of San Buenaventura acknowledging receipt and acceptance of, and agreement with the Commission's certification of the above referenced LCP amendment with suggested modifications is legally adequate and report that determination to the Commission. The certification shall become effective unless a majority of the Commissioners present object to the Executive Director's determination.

I have reviewed the City's acknowledgement and acceptance of, and agreement with the terms and suggested modifications of LCP Amendment 2-12, as certified by the Commission on July 10, 2014, as contained in the adopted Resolution of December 15, 2014 and find that the City's action and notification procedures for appealable development are legally adequate to satisfy the terms and requirements of the Commission's certification. I therefore recommend that the Commission concur in this determination.

RESOLUTION NO. 2014- 078

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN BUENAVENTURA TO ACCEPT CALIFORNIA COASTAL COMMISSION MODIFICATIONS TO THE LOCAL COASTAL PLAN AMENDMENT FOR THE DOWNTOWN TRIANGLE SITE.

CASE NO. CPA-12-10-4671

WHEREAS, on September 17, 2012 the Council enacted Resolution No. 2012-054 approving a Local Coastal Plan Amendment (LCPA) on private and City property located in an area both west and east of Ash Street, south of the Union Pacific Railroad, west of Sanjon Road, and north of US Hwy 101; and

WHEREAS, the Council of San Buenaventura forwarded the LCPA to the California Coastal Commission for the Commission's review and approval; and

WHEREAS, on July 10, 2014, the Coastal Commission reviewed and approved the LCPA with modifications to allow a mix of permitted uses on three privately owned parcels on property located in the area just east of Ash Street, south of the Union Pacific Railroad, west of Sanjon Road, and north of US Hwy 101, but retaining the Commercial Tourist Oriented CTO zoning designation for the City owned parcel of 0.33 acres located west of Ash Street and south of the Union Pacific Railroad.

WHEREAS, the modifications to the LCPA requested by the California Coastal Commission require acceptance and adoption by the City Council.

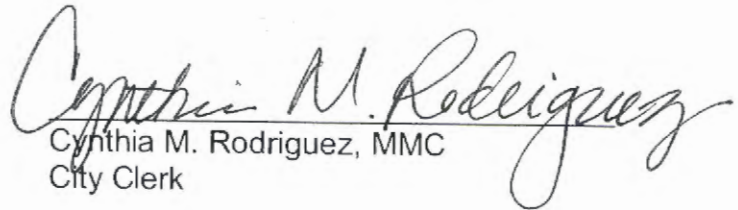
BE IT RESOLVED, by the City Council of the City of San Buenaventura as follows:

SECTION 1: All proceedings have been duly taken as required by law, with adequate and timely public notice for this public hearing provided consistent with 14 California Code of Regulations Sections 13552 and 13515, California Government Code Section 65352 and City Municipal Code regulations, the City Council finds as follows:


- A. The suggested modifications by the California Coastal Commission to the LCPA fulfill the goals of the 1989 Comprehensive Plan and General Plan by ensuring conformance to the California Coastal Act.
- B. The amendment incorporating the modifications by the California Coastal Commission is consistent with the project description and scope of Addendum No. 1 to EIR-2462 that was prepared for the Triangle Site LCPA pursuant to the California Environmental Quality Act and adopted by the Council on September 17, 2012.

SECTION 2: Based on the foregoing, the City Council hereby: 1) acknowledges receipt of the Coastal Commission's resolution of certification, including all terms and modifications suggested for final certification; (2) accepts and adopts the changes requested by the Coastal Commission, as detailed in attached Exhibits A and B; and (3) directs Community Development staff to transmit this acceptance resolution to the Executive Director of the California Coastal Commission for final approval.

PASSED AND ADOPTED this 15 day of December, 20 .


Cynthia M. Rodriguez, MMC
City Clerk

APPROVED AS TO FORM
Gregory G. Diaz
City Attorney

By: 
Keith Bauerle
Assistant City Attorney

Attachments:

Exhibit A – LCPA Text Amendment
Exhibit B – LCPA Map Amendment

EXHIBIT "A" LCPA Text Amendment
CCC MODIFICATION NO. 10

in the Downtown core, as well as the Main Street area east of the core, the block south of Thompson Boulevard and north of Front Street and the Figueroa Street area. Consideration should be given to establishing a special zoning designation through a Specific Plan for the Central Business District Area which would address such topics as design, circulation and mixed uses, as well as unique activities including sidewalk cafes, graphic art and special events.

Portion of the area south of Thompson Boulevard, north of the Southern Pacific Railroad, have been previously designated as General Commercial. This designation reflected the desire for a commercially oriented Downtown rather than an industrial one. Should the area redevelop, and the need for housing warrant the change, the area should be reconsidered for a residential expansion in accordance with a Downtown Specific Plan designation.

The existing marine terminal, located south of Harbor Boulevard at the terminus of Figueroa Street, was previously designated as Planned Commercial Tourist-Oriented in order to protect these oceanfront sites for recreational and visitor-serving commercial uses. It is intended that this existing energy facility be permitted to operate as long as it is functional. Any re-use shall be Tourist Commercial in accordance with a Downtown Specific Plan designation.

The approximately eleven-acre site located west of Sanjon Road and south of the Railroad has a land use designation of DTSP (Downtown Specific Plan). Any development on this site shall provide and construct at a minimum a twenty-five foot wide public easement and promenade for pedestrian and bicycle use which extends from the existing pedestrian bridge at the northeast corner of the site to the edge of the bluffs above Sanjon Road, in accordance with the Downtown Specific Plan. Any local project approvals for the development on this site shall be consistent with the certified LCP and Downtown Specific Plan requirements related to bluff stability and setbacks, ridegeline and coastal views, scenic qualities, building mass and scale, noise, safety and public access issues.

ACHIEVING THE VISION

IDENTIFYING OPPORTUNITY

POTENTIAL FOR INFILL

Infill opportunities include vacant and under-utilized properties that are both privately and publicly owned. As an established urban core, these opportunities in Downtown are becoming increasingly limited and will require creative solutions and public/private partnerships. To balance the many goals for Downtown, larger infill projects are likely to serve multiple functions. Surface parking lots, for example, provide excellent opportunities for redevelopment.

The largest infill site is approximately 11 acres commonly known as the "Triangle Site" in the southeastern corner of downtown. Due to its unique size and location, the site presents opportunities for certain uses not otherwise available in Downtown. In addition, any development project at the site must provide visitor-serving uses. Therefore, future development and uses must be carefully considered for this site, see Focus Area C on pg. I-47 for a more detailed discussion.

Table I-3 summarizes the acreage of vacant, public and infill opportunity properties within the Downtown Specific Plan area that have a high potential for new development or redevelopment.

Table I-3 - Summary of Vacant, Public and Infill Opportunity Properties

LAND USE CATEGORY	ACRES
Vacant ¹	16.60
Infill Opportunities ²	10.20
City Owned Properties	
Vacant	2.87
Parks	16.68
Surface Parking Lots	8.46
Parking Structures	2.58
Other ³	7.52
RDA Properties	
Vacant	1.79
Surface Parking Lots	1.02
Total	67.72
Potential for Development⁴	40.72

1. Excludes public land
2. For purposes of this discussion, infill opportunity properties are those with deteriorating buildings and less than 50 percent of anticipated density, based on a per-parcel calculation at the time of proposed development.
3. Includes Senior Activity Center, Albinger Museum, Mission Museum, and the Ortega Adobe. Excludes City Hall and the Sanjon Road Maintenance Yard.
4. Among the acreage of the City Owned parking lots are two fully developed parking structures that total 2.58 acres. When this area is deducted, along with the Parks and Other category, the remaining development potential on vacant and other private and public properties is about 40.72 acres.

REDEVELOPMENT

The City and its Redevelopment Agency (RDA) will actively engage in helping to assemble land and intensify uses on under-utilized properties. The RDA is already working on a number of owner participation projects whereby RDA-owned land is transferred to an adjacent owner for existing business expansion or new, efficient development. A recent example is the RDA's acquisition of three run-down buildings at the west end of Thompson Boulevard. These buildings will be razed and combined with other RDA-owned parcels and a partial street abandonment to provide a one-half block development site for affordable artist live-work units, limited retail and supportive housing.

A full description of redevelopment activities is included in the 2005-2010 Redevelopment Agency Implementation Plan.

CATALYTIC PROJECT 3 – BEACH CONNECTIONS

Reconnecting Downtown to the beach is, and has since 1993 been, a primary goal of the Downtown Specific Plan. There are four existing connections, all of which require improvements. Additionally, the City will explore the feasibility of capping Highway 101 to connect major North-South streets from the Downtown core to Harbor Boulevard, see Action 3.10 (Chapter II). Funding sources and implementation timelines vary.

California Street Bridge

Although this is a direct connection over Highway 101, the bridge's current design is so unfriendly to pedestrians that it often serves as an impediment to people walking between the beach and Downtown. A capital improvement (CIP) project for \$1.2 million is already appropriated to widen the sidewalks, improve safety, add streetscape improvements and install public art. Project construction is expected to start in 2008.

Figueroa Street

This project is aimed at strengthening and reinforcing the pedestrian character of Figueroa Street, from Santa Clara Street to the beach. Elements that will help achieve this objective include:

- Streetscape plans in Chapter IV;
- Strengthening 'park' aspects of Surfer's Point Park as the beach terminus of Figueroa Street; this effort will be achieved, in part, through the CIP Surfer's Point Improvements project;
- Strengthening the pedestrian connection between the beach and Grant Park by providing a network of pedestrian paths, bikeways and paseos (see Figure I-4); and
- Encouraging entertainment-type businesses such as restaurants, coffee houses, etc. along northern Figueroa Street to bring more pedestrian traffic into the corridor.

A funded CIP project is currently in progress that will add pedestrian scale lighting, street trees, sidewalk upgrades, and a public art wall under the Hwy 101 bridge between Thompson Boulevard and Harbor Boulevard (including the intersection of Thompson and Harbor). The project will be constructed in 2007-2008.

Sanjon Street

Sanjon provides the eastern connection from Downtown to the beach and has existing visitor-serving assets such as the Pierpont Inn and Racquet Club. Sanjon will be re-configured to make it pedestrian friendly, activating the street with pedestrian amenities residential development and visitor-serving uses such as hotels, restaurants/cafes and retail. Development of the Triangle Site (Focus Area C) will play an important role in that endeavor.

CONSISTENCY REFERENCE (for final draft)

This space provides an opportunity to comment on the applicability of specific state law sections and/or policies contained within other planning documents, including:

- California Coastal Act
- 2005 General Plan
- Economic Development Strategy
- Redevelopment Implementation Plan
- 2005 Ventura Cultural Plan

CATALYTIC PROJECTS

GETTING STARTED

Ash Street Pedestrian Bridge

Ash Street provides another opportunity to connect views of the mountains and the ocean. Public improvements and the design of private investment along Ash Street should enhance the visual and functional link between the neighborhood and the waterfront. Public parking shall be maintained at the northern terminus of the Ash Street pedestrian bridge.

Timeframe: Near- to mid-term (1-5 years)

CATALYTIC PROJECT NO. 4 – CALIFORNIA STREET OFFRAMP RELOCATION

One of the City's key long-term goals is to relocate the Highway 101 offramp from California Street to Oak Street. Although it received State funding in the past, State budget cuts delayed the project until legislature passed in 2006 allowed the project to move forward again. However, because of the funding delays, the actual project costs are anticipated to be much higher than the original estimates. The project would improve access to Downtown, eliminate current congestion and confusion at the California Street and Thompson Boulevard intersection, and open up improved coastal pedestrian access along California Street to Harbor Boulevard. The potential offramp configuration is shown in Figure 1-10.

Timeframe: Mid-term (3-5 years)

FOCUS AREA C – THE TRIANGLE SITE

At approximately 11 acres, the Triangle Site represents the largest undeveloped area in Downtown and its ultimate buildout provides an important opportunity to achieve the goals of this plan. The site has incredible ocean views, but constraints include adjacency to Highway 101 and the railroad and limited access from major roads. Development of the site must include provision of public access and/or public recreational uses such as a bluff-top pedestrian promenade and parking for coastal visitors. Key issues to be addressed during development of this area are:

- Extending the street grid to the North;
- Facilitating pedestrian, bike and vehicular connections between the Downtown core and the beach;
- Addressing noise impacts associated with Hwy 101 and the railroad;
- Establishing a mix of uses
- Provision of public recreational or open space; and
- Public corridor view protection.

Timeframe: Near-term (1-3 years)

FOCUS AREA D – BEACHFRONT PROMENADE

Ventura's beach area is one of its greatest attractions and offers some of the premier surfing in California. However, no shops or restaurants front on and activate the beach. Instead, the pedestrian walk is defined primarily by a parking structure and private condominiums. The Promenade itself was developed in the 1970s and is dated. The area between the newly renovated Crowne Plaza hotel and the pier, including the parking structure and parking lot should be considered for redevelopment with visitor-serving uses and provisions for public access.

The entire beachfront requires a place-making transformation. This will start with reaching out to the various groups that use the beachfront including those that may not typically participate in improvement projects. It will include an analysis of how people access and use the beach and what works best. From this effort, small-scale, do-able projects that can be implemented quickly will be formulated to bring immediate benefit and pave the way for future, large-scale redevelopment.

Timeframe: Near-term (1-3 years) for analysis, 5+ years for implementation

CONSISTENCY REFERENCE (for final draft)

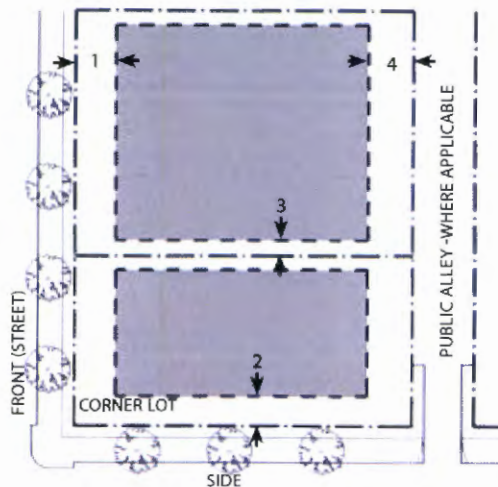
This space provides an opportunity to comment on the applicability of specific state law sections and/or policies contained within other planning documents, including:

- California Coastal Act
- 2005 General Plan
- Economic Development Strategy
- Redevelopment Implementation Plan
- 2005 Ventura Cultural Plan

ARTICLE II . URBAN STANDARDS

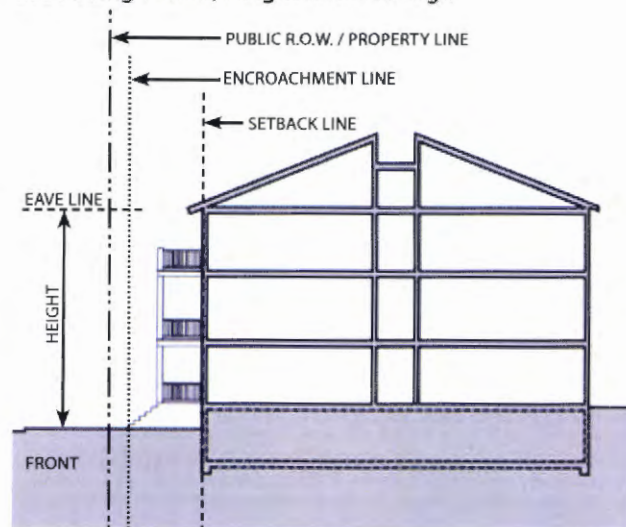
2.30.045 T4.3.5 URBAN GENERAL 3.5 - PROMENADE PARCELS

A. Building Placement



Plan Diagram A

B. Building Profile, Height and Frontage



Section Diagram B

1. SETBACKS

- a. Primary Buildings shall be placed within the shaded area as shown in above Plan Diagram A (unless specified otherwise by a permitted Building Type).

1. Street Build-to Line: 15'
2. Side Street Build-to Line: 5'
3. Side Yard Setbacks: 5'
4. Rear Setback: 5' min. (with public alley)
25' min. (without public alley)
5. Bluff-top Setback: All development, except for the 20-25' wide public promenade (consisting of a pedestrian walkway/bicycle path, landscaping, and other public access/recreation amenities including, but not limited to, benches, picnic tables, and small trash receptacles for the purpose of public access) and public parking shall be 25' min. from the top of the bluff.

2. ACCESSORY BUILDINGS

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

3. ARCHITECTURAL ENCROACHMENTS

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

1. Balconies: 6' max. into Street Build-to Line, Side Street Build-to Line, and Rear Setback.
2. Bay windows, chimneys, cantilevered rooms, and eaves: 3' max. into all Setback areas identified in above Plan Diagram A.

1. PROFILE

Intent: To avoid large, monolithic structures, as viewed from Highway 101 and from the beach, building massing should be varied both vertically and horizontally. The following massing and façade articulation techniques, employed in varied combinations, are required:

- a. Buildings shall be no more than 160' in length.
- b. Buildings over 90' long shall be organized into at least two clear masses, distinguished from one another by a height variation of at least one story. Offsets in plan are recommended in combination with such height variation.
- c. To reinforce the town scale of the buildings by introducing verticality to offset the generally horizontal proportions of these buildings, façades should be composed to express horizontal modules of 30 to 40'. This should be accomplished with combinations of window groupings, multi-story porches, plan offsets and roof articulation.

2. HEIGHT

- a. Maximum: 4 stories for Primary Building (at least 40% of building footprint shall be 3 stories or less). No more than two (2) adjacent buildings (or major building masses up to 90 feet wide) may be 4 stories in height.

- b. Floor to Floor: 14' min. and 17' max. ground floor for the shop front frontage type; 16' max. ground floor for all other frontage types; 12' max. second floor and above.
- c. Accessory buildings: 14' max. to eave or parapet line.

3. FRONTAGE TYPES

- a. Shopfront
- b. Forecourt
- c. Stoop
- d. Porch and Multi-Story Porch
- e. Dooryard

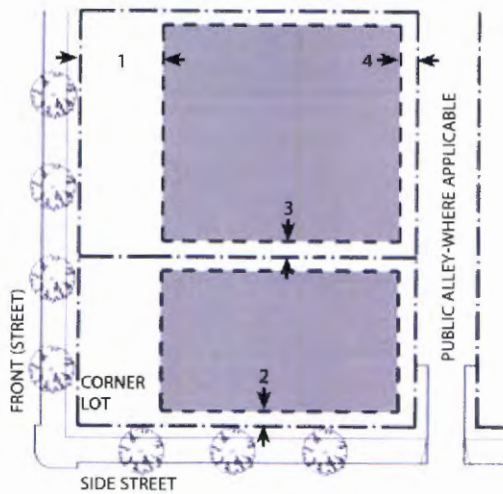
4. BIRD SAFE BUILDING STANDARDS

- a. All new buildings, shall be required to comply with bird-safe building standards for façade treatments, landscaping, lighting and building interiors as follows:
 - 1. Untreated glass or glazing shall not comprise more than thirty-five percent (35%) of the building façade.
 - 2. Acceptable glazing treatments include: fritting, netting, permanent stencils, frosted, non-reflective or angled glass, exterior screens, decorative latticework or grills, physical grids placed on the exterior of glazing, UV patterns visible to birds or similar treatments as approved by the local jurisdiction.
 - i. Where applicable, vertical elements within the treatment pattern should be at least one-quarter inch (1/4") wide, at a maximum spacing of four inches (4");
 - ii. Where applicable, horizontal elements within the treatment pattern should be at least one-eighth inch (1/8") wide, at a maximum spacing of two inches (2"); and
 - iii. No glazing shall have a "Reflectivity Out" coefficient exceeding thirty percent (30%). That is, the fraction of radiant energy that is reflected from glass or glazed surfaces shall not exceed thirty percent (30%).
 - 3. Building edges of exterior courtyards and recessed areas shall be clearly defined, using opaque materials and non-reflective glass.
 - 4. Trees and other vegetation shall be sited so as to avoid or obscure reflection on building facades. Trees and other vegetation planted adjacent to a reflective wall or window shall be planted no

further than three feet from the reflective surface.

- 5. Buildings shall be designed to minimize light spillage and maximize light shielding to the maximum feasible extent per the following standards:
 - i. Nighttime lighting shall be minimized to levels necessary to provide pedestrian security.
 - ii. Building lighting shall be shielded and directed downward.
 - iii. Up-lighting and use of events "searchlights" or spotlights is prohibited.
 - iv. Landscape lighting shall be limited to low-intensity and low-wattage lights.
 - v. Red lights shall be limited to only that necessary for security and safety warning purposes.
- 6. Artificial night light from interior lighting shall be minimized through the utilization of automated on/off systems and motion detectors in non-residential buildings.
- 7. Avoid the use of "bird traps" such as glass courtyards, interior atriums, windows installed opposite each other, clear glass walls, skywalks and transparent building corners.

C. Parking



Plan Diagram C

1. PARKING

- a. Off-street parking and services shall be placed in the shaded area shown in above Plan Diagram C, unless subterranean.
 1. Street Setback: 35' min.*
 2. Side Street Setback: 5' min.
 3. Side Yard Setback: 5' min.
 4. Rear Setback: 5' min.
- b. Required parking may be at-grade or subterranean.
- c. At-grade, off-street parking spaces may be tuck-under, within a garage or carport, or uncovered, provided they are within the areas shown in the above Plan Diagram C and are not visible from the street.
- d. Subterranean parking may extend to a height of 5' max. above finished grade, provided the garage perimeter wall aligns with the face of building as shown in Section Diagram B.

* 20' min. deep "liner" building required between parking and street.

2. OFF-STREET PARKING REQUIREMENTS

- a. Residential:
 1. Please refer to Zoning Regulation Chapter 24.415(Off-Street Parking Regulations).
- b. Non-Residential:
 1. Please refer to Zoning Regulation Chapter 24.415(Off-Street Parking Regulations).

2. Development may elect to provide less parking pursuant to a Transportation Demand Program (TDP) that would include but would not be limited to: transit passes, bicycle or vehicle sharing, car/van pool vehicles, or other alternative transportation incentives. The TDP shall be reviewed and approved prior to issuance of the coastal development permit.

3. BICYCLES PARKING

a. On-Site Requirement:

1. All on-site bicycle parking shall be installed pursuant to DTSP Article VII, Section F, Bicycle Parking.

b. Promenade Requirement:

1. A minimum of three bicycle racks shall be placed at adequate intervals, adjacent to public access/recreational amenities, along the public promenade.

4. ELECTRICAL VEHICLE CHARGING STATIONS (EVCSs)

- a. New multiple-family development shall provide a minimum of two fully operational EVCSs prior to issuance of the first Certificate of Occupancy for any residential unit. 10% of the total covered parking spaces as required pursuant to Zoning Regulation Chapter 24.415 shall be equipped with the necessary electrical infrastructure for the future installation of additional EVCSs. Once a parking space with an installed/operational EVCS is assigned to a unit or resident, another EVCS shall be installed and fully operational, until the full 10% of the total required covered parking spaces are equipped with fully operational EVCSs.
- b. New commercial development over 10,000 square feet, shall provide EVCSs to serve 2% of the total parking spaces as required pursuant to Zoning Regulation Chapter 24.415.
- c. EVCSs shall be provided in at least one disabled person parking space, both for residential and commercial development, in accordance with state and federal requirements.

D. Building Types

Building Type	Allowed Lot Width									
	25'	35'	50'	75'	100'	125'	150'	175'	200'	
Mansion										
Row House										
Live/Work										
Side Court Housing										
Courtyard Housing										
Commercial Block										
Stacked Dwellings										

The building types allowed within the T4.3.5 Urban General 3.5 zone shall be limited to those in the table above, and placed only on lots with the lot width shown. See Article III (Building Type Standards) for performance standards and Article V (Design Guidelines) for architectural expression guidance.

E. Allowed Land Uses

The following land uses may occur within the T4.3.5 Urban General 3.5 zone, subject to the noted permit requirements:

Allowed Use ¹	Permit
Bed & Breakfast	P
Civic	P
Community Meeting	P
Corner Store	U
Farmers Market	U
Home Occupations ²	P
Lodging	P
Multi-Family ²	P
Parks & Recreation	P
Retail	P
Recycling	U
Restaurant	U
Special Residential ²	U

P = Permitted by Right

U = Use Permit

¹ Alcoholic beverage establishments are subject to a Use Permit under the provisions of Section 24.460.210 of the Municipal Code.

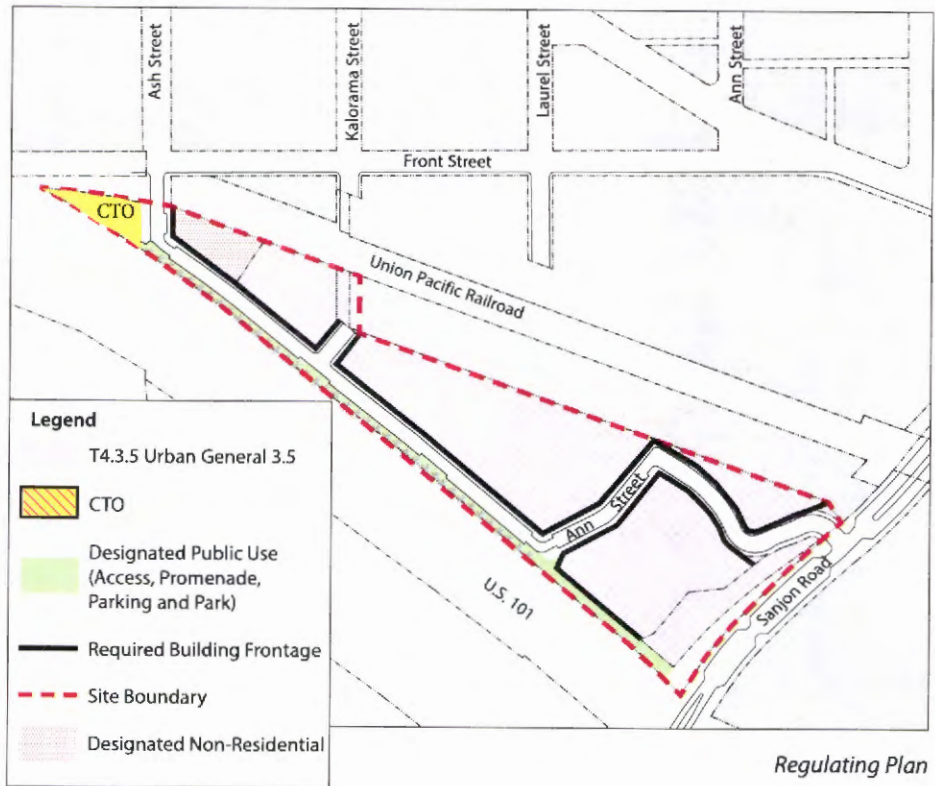
² Use is not permitted within the Designated Non-Residential area of Regulating Plan (see Section F.1.c).

ARTICLE II . URBAN STANDARDS

2.30.045 T4.3.5 URBAN GENERAL 3.5 - PROMENADE PARCELS

F. Regulating Plan

1. The Regulating Plan defines the following Downtown Specific Plan zones within the Promenade Parcels Site:
 - a. T4.3.5 Urban General 3.5
 - b. Parks and Open Space
2. All buildings that face the "Required Building Frontage" line, as indicated in the adjacent Regulating Plan, shall:
 - a. Be built to the Street Build-to-Line per Section 2.30.045.A.1.a.1.
 - b. Provide Frontage Types per Section 2.30.045.B.2.



G. View Corridors

1. Protect views towards the ocean and the mountains as shown in the View Corridors Diagram at right.
 - a. Preserve the existing Ash Street right-of-way, street, and at-grade rail crossing.
 - b. Prohibit the construction of buildings within the extended Kalorama Street right-of-way.
 - c. Limit the height of new buildings within the extended Laurel Street right-of-way to 24 feet in height to top of ridge line or parapet.
 - d. Limit the height of new buildings within the extended Ann Street right-of-way to 24 feet in height to top of ridge line or parapet.



H. Frontage Types

In addition to the frontage types listed in Section 2.30.045.B.2, the following frontage types are allowed within the T4.3.5 Urban General 3.5 Zone:

1. Multi-Level Porch

A multi-level porch is comprised of a porch at the ground level with balconies supported by columns on the upper floors. The top balcony can be open to the sky or covered by a roof. The multi-level porch can be applied to a variety of building types and sizes, ranging from single family houses, to mixed-use commercial block buildings, to stacked dwellings. Like the standard single-level porch, the multi-level porch is applied to buildings where the building facade is set back from the right of way with a front yard.

a. **Configuration.** A wide variety of multi-level porch designs are possible, but the following guidelines apply:

- i. Depth: 6 feet min. deep (clear).
- ii. Width: 12 feet min. wide (clear) for centered entry; 10 feet for asymmetrical entry.
- iii. Height: 3 stories tall (clear).
- iv. Porches may be at grade or raised to transition into the building.
- v. Balconies must be supported by columns.

b. **Elements**

- i. Fences or walls defining and/or retaining the front yard may not exceed 4 feet in height from the adjacent sidewalk.

2. Supported Balcony over Stoop or Forecourt

A supported balcony is a projecting balcony that is visually supported by architectural elements such as brackets, groins, braces, or cantilevered beams. Supported balconies may be open to the sky or covered by a roof, may be stacked one above the other, and must be used in conjunction with either the Stoop or Forecourt frontage types. Railings are made of wood, metal, or wrought-iron. Balconies lacking elements that visually appear to support the balcony and/or that utilize solid, plaster railings are prohibited.

a. **Configuration.** A wide variety of supported balcony designs are possible, but the following guidelines apply:

- i. Depth: 6 feet min. deep (clear).
- ii. Width: 10 feet min. wide (clear).
- iii. Balconies and their supporting elements must be designed in a manner that is consistent with the architectural language of the rest of the building.



Illustrative Photo: multi-story porch



Illustrative Photo: multi-story porch



Illustrative Photo: balcony supported by cantilevered beams

ARTICLE II . URBAN STANDARDS

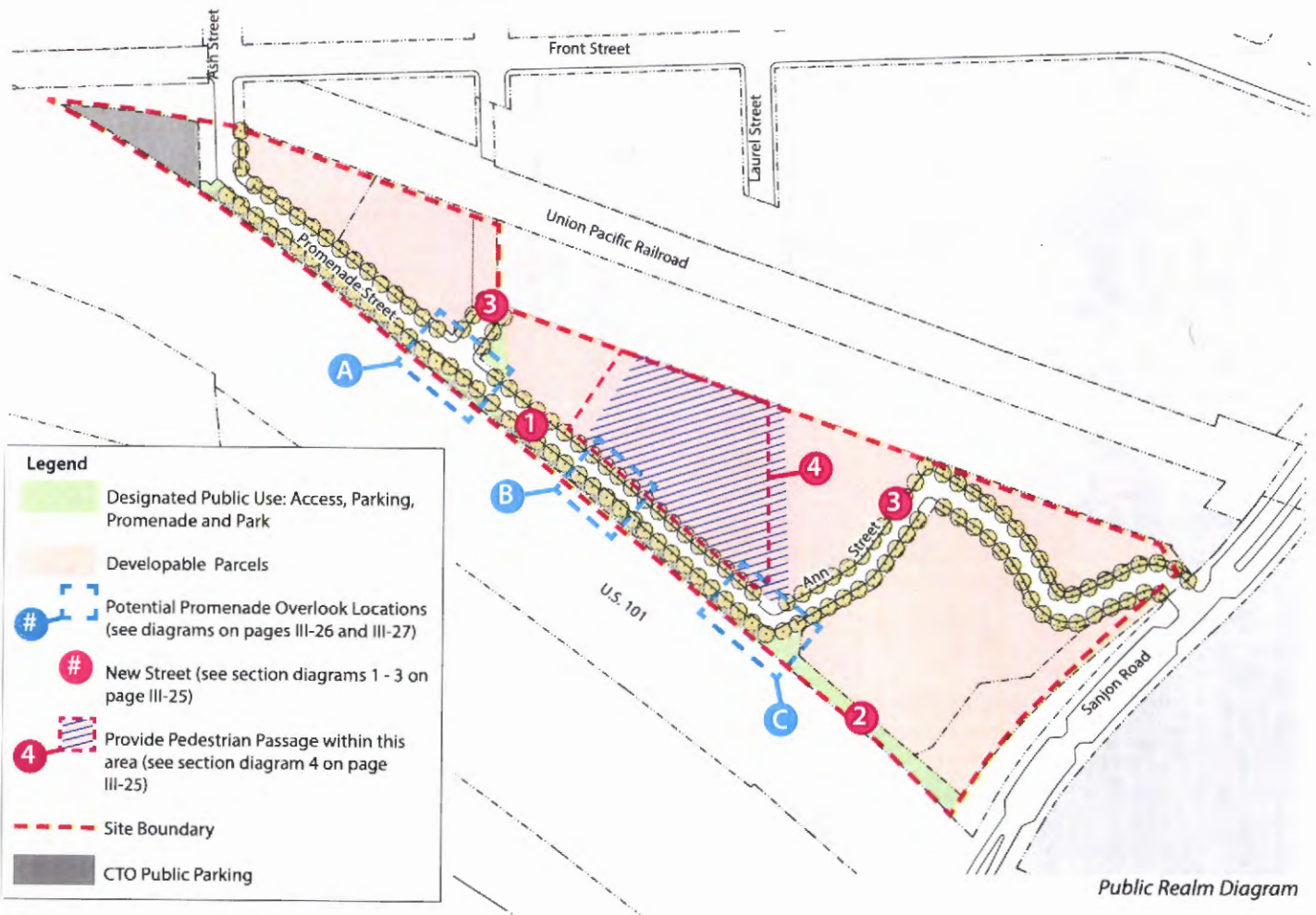
2.30.045 T4.3.5 URBAN GENERAL 3.5 - PROMENADE PARCELS

I. Public Promenade

1. Construct a public Promenade along the south property line of the Site abutting the U.S. 101 right of way as shown in the below Public Realm Diagram and Section Diagrams 1 and 2 on the opposite page. Construction of the public Promenade shall occur concurrently with construction of any site development and shall be completed prior to issuance of any certificate of occupancy. The Promenade shall be devoted to public, coastal access and shall consist of the following components:
 - a. Promenade: 20' min. between Ash Street and Ann Street
25' min. between Ann Street and Sanjon Rd.
 - b. Street between Ash Street and Ann Street: 36' max., curb to curb. Parking along Ash Street, promenade street, and Ann Street shall be made available to the public, and shall not be subject to permit parking restrictions.
 - c. Public access sidewalk and planters strip: 12' min., combined
 - d. A minimum of 2 Promenade Overlooks, generally in the areas shown below and as illustrated in the Promenade Overlook Diagrams on pages III-26 and III-27.
 - e. Other public access and recreational amenities including but not limited to benches/picnic tables, and bicycle racks.

J. Block Structure

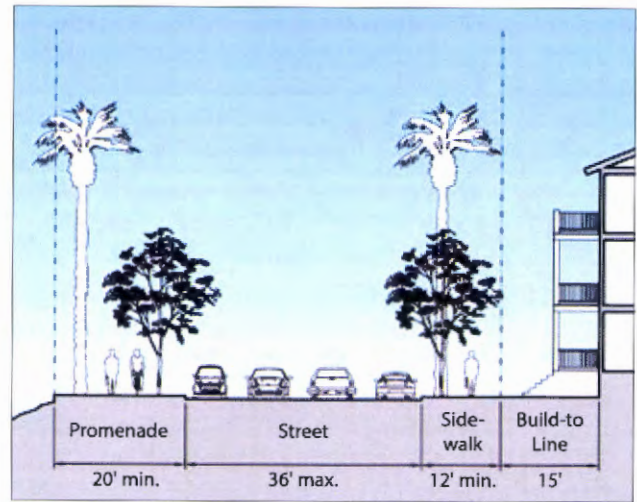
1. Reflect the block structure that currently exists north of the Union Pacific Railroad right-of-way south into the Promenade Parcels Site. This will be accomplished through a combination of public and/or private streets, access ways, pedestrian passages, and building massing.
 - a. Introduce streets, at the following locations, that provide on-street parallel parking, sidewalks, and planter strips on both sides of the street in accordance with the minimum and maximum dimensions indicated in Section Diagram 3 on the opposite page:
 - i. A vehicular street that generally aligns with the Kalorama Street right-of-way.
 - ii. A vehicular street that generally aligns with the Ann Street right-of-way, illustrated below as aligning with an existing leasehold. The precise alignment may vary, subject to development review and approval.



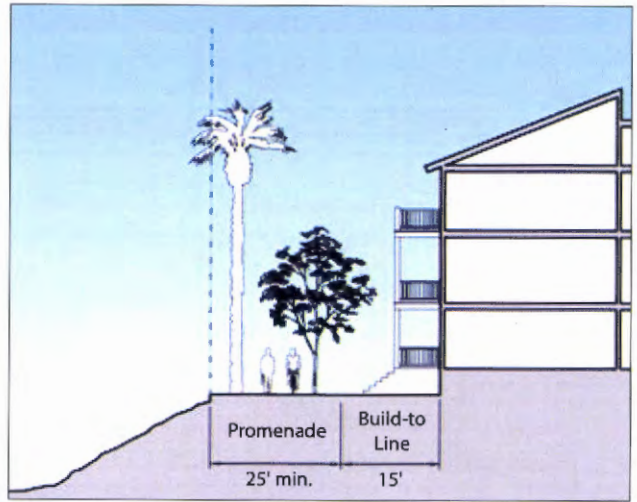
b. Provide a Pedestrian Passage that generally aligns with the Laurel Street right-of-way as indicated in the Public Realm Diagram (below left) and Section Diagram 4 (below right). The Pedestrian Passage shall be designed according to the following requirements:

1. Adjacent buildings shall face the Pedestrian Passage with appropriate Frontage Types.
2. The space between buildings facing the Pedestrian Passage shall be a minimum of 40' wide from frontage face to frontage face.
3. A vehicular street lined by sidewalks, planter strips, and parallel parking may be provided in lieu of the Pedestrian Passage.
4. The Pedestrian Passage may be private and enclosed with a fence and gate that is consistent in design and use of materials with the architecture of the adjacent buildings.

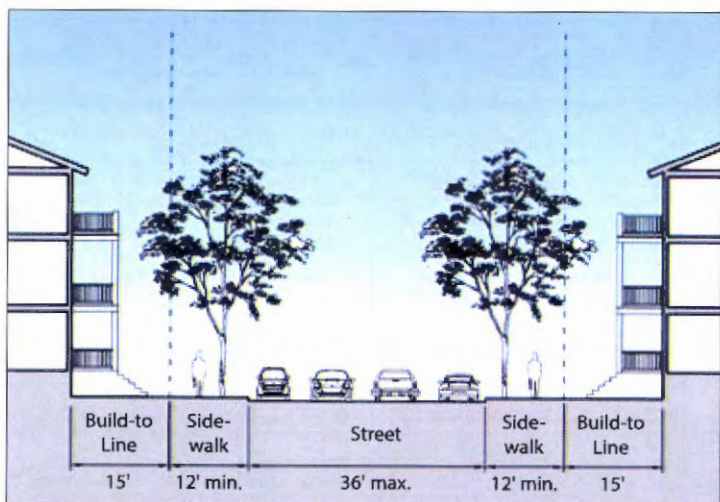
2. The precise alignment of the existing drive connecting Ann Street to Sanjon Road may vary, subject to development review and approval, from what is shown in the Public Realm Diagram.



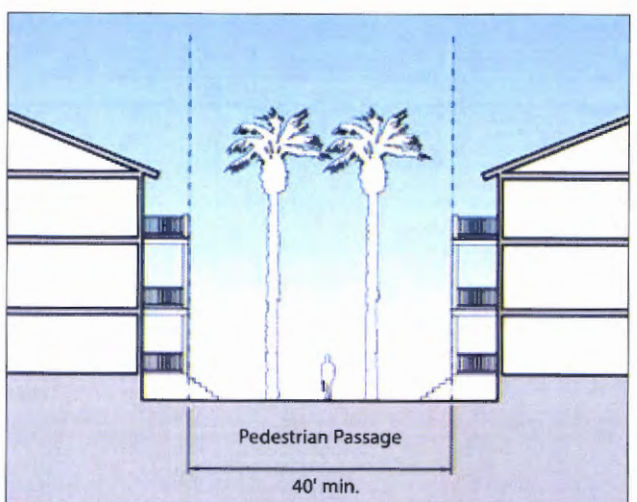
1 Section Diagram 1: Promenade - Ash St. to Ann St.



2 Section Diagram 2: Promenade - Ann St. to Sanjon Rd



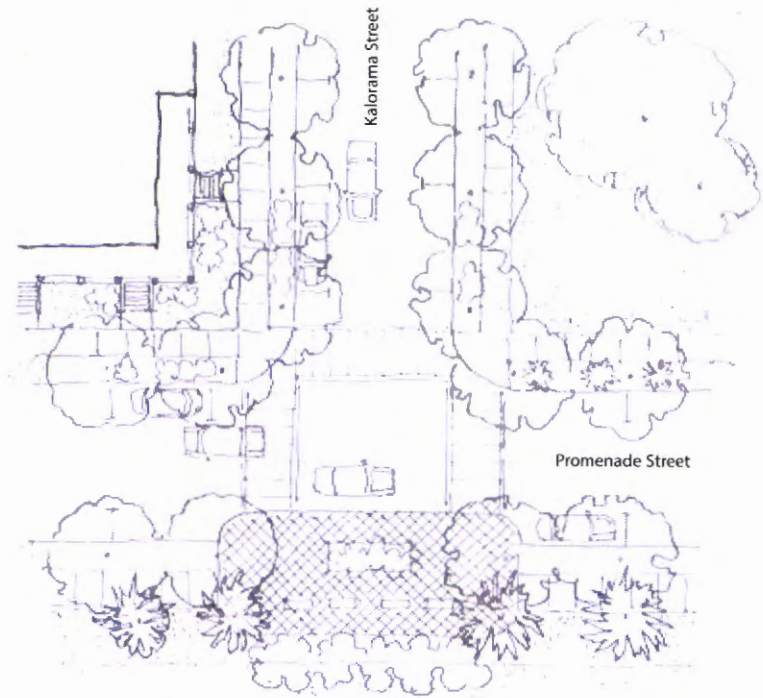
3 Section Diagram 3: Kalorama St. and Ann St.



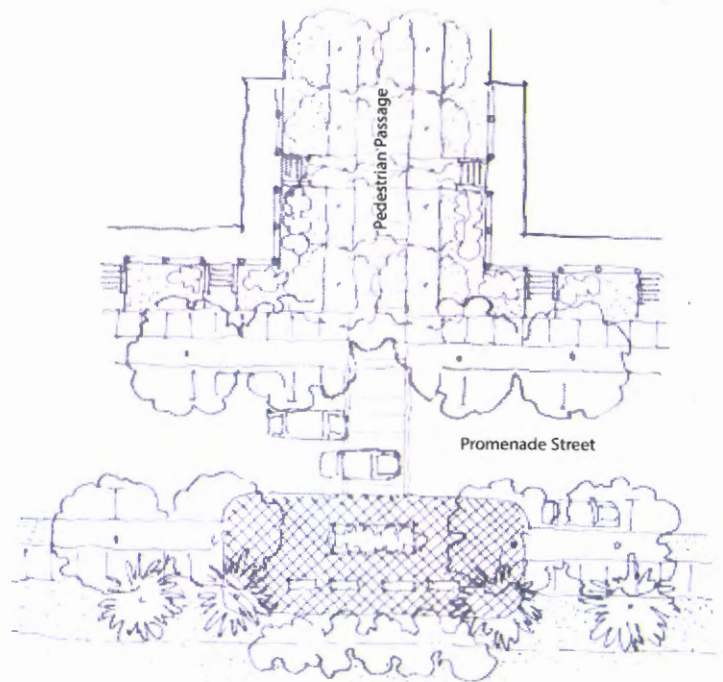
4 Section Diagram 4: Pedestrian Passage

ARTICLE II . URBAN STANDARDS

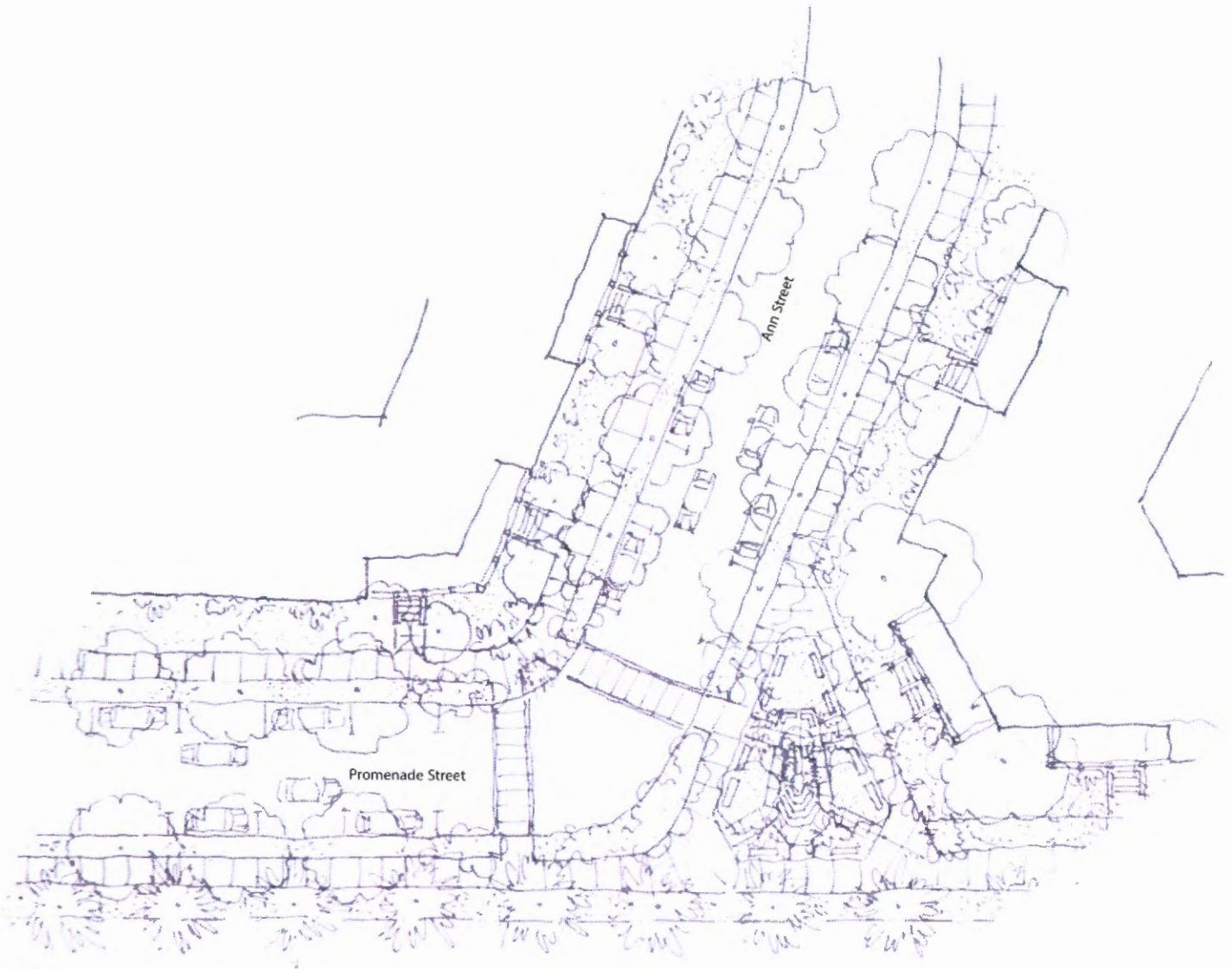
2.30.045 T4.3.5 URBAN GENERAL 3.5 - PROMENADE PARCELS



A Promenade Overlook Diagram at Kalorama Street



B Promenade Overlook Diagram at Pedestrian Passage



C Promenade Overlook Diagram at Ann Street

ARTICLE II . URBAN STANDARDS

2.30.045 T4.3.5 URBAN GENERAL 3.5 - PROMENADE PARCELS

K. In Lieu Fee for Residential Development

To offset the effect of a zoning change to allow lower priority land uses at the Promenade Parcels Site, the Local Coastal Plan ("LCP") shall require payment of a mitigation fee by any project applicant proposing residential uses. Such mitigation fee shall be used for the provision of lower coast overnight visitor serving accommodation within the coastal zone of the City of Ventura. The mitigation fee shall be in the amount of One Million, Seven Hundred and Ninety Four Thousand, and Nine Hundred and Sixteen Dollars (\$1,794,916.00), and shall be adjusted annually to account for inflation according to increases in the Consumer Price Index - U.S. City Average.

Prior to the issuance of any building permits to the project applicant by the City of Ventura ("City"), the project applicant shall deposit the entire mitigation fee in an interest-bearing account, to be established and managed by the California Department of Parks and Recreation ("State Parks") pursuant to a memorandum of understanding entered into between State Parks, the Executive Director of the Coastal Commission (the "Executive Director"), and the City. The entire mitigation fee and any accrued interest shall be used to provide lower cost overnight visitor serving accommodations within the Coastal Zone in the City of Ventura, as authorized by the Executive Director within five (5) years of payment of such mitigation fee (unless this time limit is extended for good cause by the Executive Director for a period not to exceed an additional five (5) years). Without limiting the generality of the foregoing, the Executive Director may authorize such mitigation fee to be used to provide funding grants to public agencies or non-profit organizations for the provision of lower cost overnight visitor accommodations within the coastal zone, including but not limited to hostel accommodations, campground accommodations, cabins, or low cost hotel or motel accommodations. The Executive Director, State Parks, and the City shall meet and coordinate to identify an appropriate use of the funds in the MOU. If the Executive Director and State Parks identify an appropriate use of the funds in the MOU, provide notice of such agreement to the City, the City does not agree with the use of the funds and efforts to reach such agreement are not successful within one hundred and twenty (120) days from the date that such notice is provided to the City, then the Executive Director and State Parks may finalize the MOU without the agreement of the City. Any portion of the mitigation fee that remains after the expiration of the aforementioned time period shall, within six (6) months of such date, at the election of the Executive Director, either (i) be donated to the State Coastal Conservancy, City of Ventura, or another organization acceptable to the Executive Director, for the purpose of protecting, enhancing, or providing lower cost overnight accommodations within the Coastal Zone of the City of Ventura, or (ii) be used for other public recreational benefits in the coastal zone, as jointly determined by the Conservancy and the Commission.

L. Condition of Sale

As a condition of sale, Lloyd Properties, a California limited partnership, and any subsequent landowner(s) shall ensure that the purchaser of any parcels subject to the T4.3.5 Urban General 3.5-Promenade Parcels Zone is made aware of the LCP in lieu fee requirements outlined in Section K and that the purchaser agrees to accept a condition of approval on any future coastal development permit implementing said requirement of payment of the in lieu fee without legal challenge.

ARTICLE II. URBAN STANDARDS

2.10.010 LAND USE AND PERMIT REQUIREMENTS

Table III-1

ALLOWED USE	PERMIT REQUIRED BY ZONE										
	T4.1	T4.1 Main	T4.2	T4.3	T4.4	T5.1	T6.1 Figueroa	T6.1	POS	T4.3.5	
1 Auto Repair	-	-	U ¹	U ¹	U	U	-	-	-	-	
2 Bar / Nightclub	-	-	-	-	-	U	U	U	-	-	
3 Bed & Breakfast	P	P	P	P	P	-	-	P	-	P	
4 Civic	P	P	P	P	P	P	P	P	P	P	
5 Community Meeting	U	U	-	U	U	U	U	U	-	P	
6 Corner Store	U	P	U	U	-	-	-	-	-	U	
7 Daycare	U	U	-	U ²	U	U	-	-	-	-	
8 Farmers' Market	-	U	-	U	U	U	-	-	-	U	
9 Gas Station	-	-	-	-	U	-	-	-	-	-	
10 Health /Fitness	-	P	-	-	P	P	P	P	-	-	
11 Home Occupation	P	P	P	P	P	P	P	P	-	P	
12 Lodging	-	-	-	U	P	P	P	P	-	P	
13 Medical / Dental	-	-	U ¹	U ¹	-	P	P	P	-	-	
14 Multi-Family	P	P	P	P	P	P	P	P	-	P	
15 Office	-	P	U ¹	U ^{1,2}	P	P	P	P	-	-	
16 Parks & Recreation	P	P	P	P	P	P	P	P	P	P	
17 Personal Services	-	P	-	-	P	P	P	P	-	-	
18 Recycling	-	U	-	U	U	U	-	-	-	U	
19 Restaurant	-	P	-	U ²	P	P	P	P	-	U	
20 Retail	-	P	-	U ²	P	P	P	P	-	P	
21 Single Family / Carriage House	P	P	-	-	-	-	-	-	-	-	
22 Special Residential	U	U	U	U	U	U	U	U	-	U	
23 Timeshare	-	-	-	U ²	-	-	U*	U*	-	-	
24 Trade School	-	-	U ¹	U ^{1,2}	U	U	U	U	-	-	
25 Light Industrial	-	-	U ¹	U ¹	-	-	-	-	-	-	
26 Wholesale / Distribution	-	-	U ¹	U ¹	-	-	-	-	-	-	

Permit Requirements: P = Permitted by Right U = Use Permit - = Not an allowed use.

* Alcohol beverage establishments are subject to a Use Permit under the provisions of Section 24.460.210 of the Municipal Code. For example, a restaurant in the T6.1 zone, while by itself is permitted by right, would not be permitted to sell alcoholic beverages unless a separate Use Permit is obtained.

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

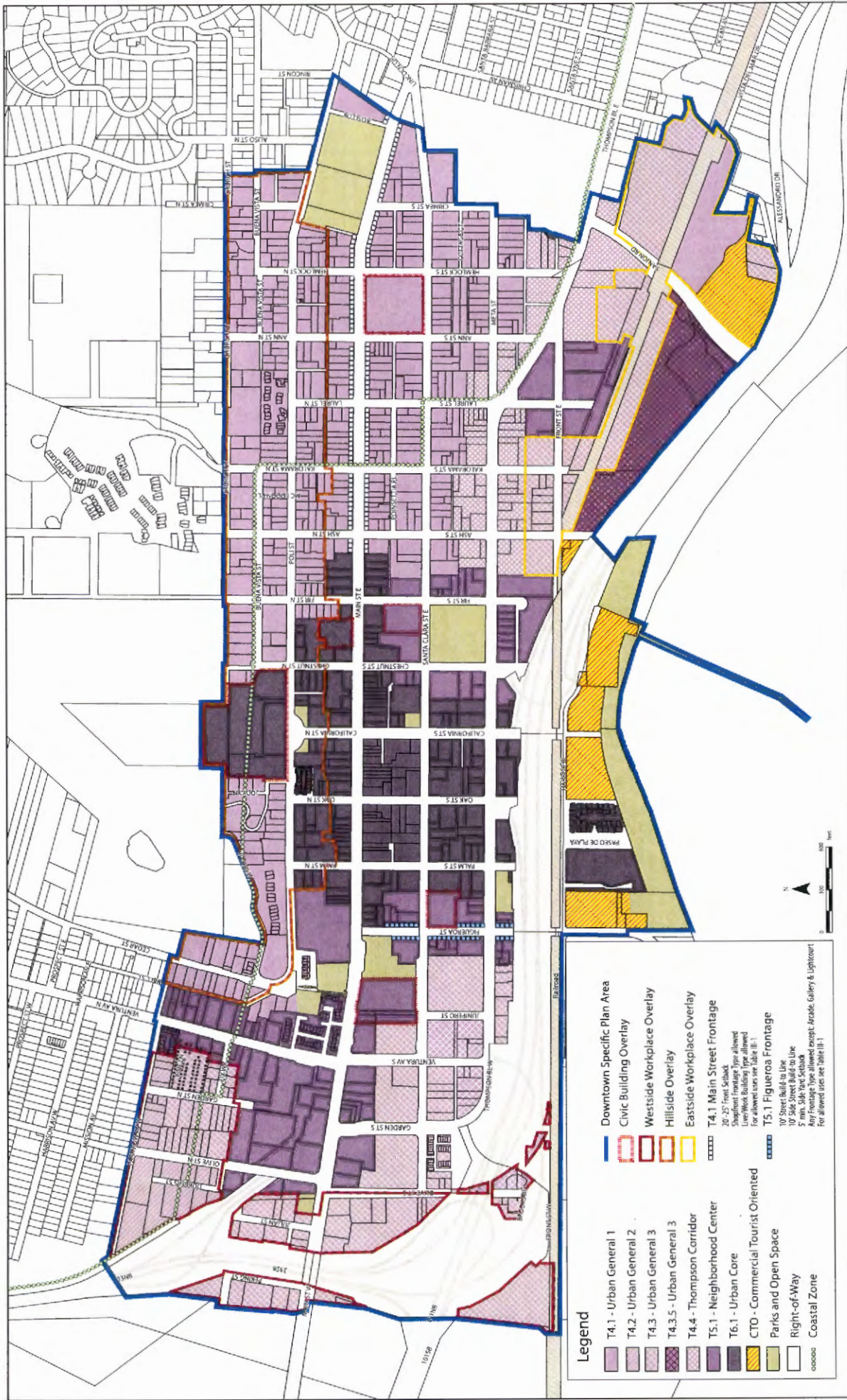
* Exclusive to the area south of U.S. Highway 101

¹ Exclusive to the Westside Workplace Overlay Zone

² Exclusive to the Eastside Workplace Overlay Zone

Key to Zone Names

T4.1	Urban General 1	T4.3	Urban General 3	T5.1 Figueroa	Figueroa Street Frontage
T4.1 Main	Main Street Frontage	T4.4	Thompson Corridor	T6.1	Urban Core
T4.2	Urban General 2	T5.1	Neighborhood Center	POS	Parks and Open Space
CTO	Refer to DTSP zoning map (Figure III-1) and Municipal Zoning Code Section 24.240 for sites in the coastal zone subject to C-T-O provisions. Building design standards in the transect-based code will apply to C-T-O zoned sites.				



- Legend**
- T4.1 - Urban General 1
 - T4.2 - Urban General 2
 - T4.3 - Urban General 3
 - T4.3.5 - Urban General 3
 - T4.4 - Thompson Corridor
 - T5.1 - Neighborhood Center
 - T6.1 - Urban Core
 - CTO - Commercial Tourist Oriented
 - Parks and Open Space
 - Right-of-Way
 - Coastal Zone
- Downtown Specific Plan Area**
- Civic Building Overlay
 - Westside Workplace Overlay
 - Hillside Overlay
 - Eastside Workplace Overlay
 - T4.1 Main Street Frontage
 - T5.1 Figueroa Frontage
- 20'-25' Front Setback
 Streetfront Building Type Allowed
 Streetfront Building Type Allowed (see Table 11.1)
- 10' Street Build to Line
 10' Side Street Build to Line
 2' min. 30ft. Typ. Setback except: Arcade, Gallery & Lightcourt
 For allowed uses see table 11.1



STATE OF CALIFORNIA)
COUNTY OF VENTURA) ss
CITY OF SAN BUENAVENTURA)

I, CYNTHIA M. RODRIGUEZ, City Clerk of the City of San Buenaventura, California, certify that the foregoing Resolution was passed and adopted by the City Council of the City of San Buenaventura at a regular meeting on December 15, 2014, by the following vote:

AYES: Councilmembers Morehouse, Weir, Tracy, Andrews,
 Monahan, Deputy Mayor Nasarenko, and Mayor Heitmann.

NOES: None.

ABSENT: None.

IN WITNESS WHEREOF, I have set my hand and affixed the seal of the City of San Buenaventura on December 16, 2014.



Cynthia M. Rodriguez

City Clerk