

**COMMUNITY DEVELOPMENT DIRECTOR  
STAFF REPORT**

**TO:** Jeff Pengilley, Community Development Director

**FROM:** Rogelio Solis, Assistant Planner

**DATE:** February 13, 2025

**SUBJECT:** **Project Name: First Street Apartments Project;** Planning and Zoning Permit No. 22-200-11 (Major Downtown Design Review Permit) to allow for the construction of a 6-story, 53-unit apartment building, located at 137 West A Street (APN: 202-0-055-070).

- 1) **Recommendation:** That the Community Development Director (“**Director**”) conduct a public hearing and:
  - a) Find the Project to be Categorically Exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15332 (In-Fill Development); and
  - b) Adopt Resolution 22-200-11 approving Planning and Zoning Permit No. 22-200-11 (Major Downtown Design Review Permit), subject to certain findings and conditions.
  
- 2) **Project Description and Applicant:** A request for a Major Downtown Design Review (DDR) Permit to authorize the construction of a 44,339 square-foot, 6-story apartment building with 53 residential units, 29 covered parking spaces, and private patio/balconies for each unit on a 0.48-acre project site. Proposed development includes a pocket park, and parking for the residences on the ground level, with an additional 5 levels of residential units as well as a shared roof deck (for a 6 story building). The proposed building is designed with forty-eight 1-bedroom units and five 2-bedroom units. All of the units open to an interior hallway. Each unit will have a patio/balcony for private use. The Project will also include six affordable units in compliance with the City of Oxnard inclusionary ordinance. The Project includes the demolition of two existing vacant commercial buildings amounting to 9,800 square-feet.

The Project is located at 137 West First Street in the Downtown General (DT-G) zone (Attachment A). For purposes of this staff report, the foregoing project description shall be referred to as the “**Project**”. Filed by Mike Sanchez, of Coastal Architects (“**Agent**”) 1567 Spinnaker Drive, Suite 204, Ventura, CA 93001 on behalf of Aldersgate Investments, Inc. (“**Owner**”), 300 E. Esplanade Drive, Suite 1550, Oxnard, CA 93036.

Please see the reduced Project plans (Attachment B) for more details.

**3) Existing & Surrounding Land Uses:** The Project site is currently developed with two vacant commercial buildings. The Project site is located on the northeast corner of West First Street and North A Street. The following table describes the General Plan Land Use Designations, Zoning designations, and existing land uses of the Project site and adjacent properties:

LOCATION	GENERAL PLAN	ZONING	EXISTING LAND USE
Project Site	Downtown (DTN)	Downtown General (DT-G)	Vacant Buildings
North	Downtown (DTN)	Downtown General (DT-G)	Commercial
South	Downtown (DTN)	Downtown General (DT-G)	Commercial
East	Downtown (DTN)	Downtown General (DT-G)	Commercial
West	Downtown Edge (DTE)	Downtown Edge (DT-E)	Commercial

**4) Background Information:**

- a) The project site currently has two existing commercial buildings on the subject lot, built prior to the entitlement process. There is little information as to when the buildings were originally permitted, as internal records show that there are no original permits on file.
- b) On July 30, 2019, the City Council adopted Ordinance No. 2963, which amended the Oxnard City Code Chapter 16, Division 10 and instituted a new "Downtown Code," and associated Zone Changes. The Downtown Code allows for a maximum development of 2,284 residential units and 3,025,370 square-feet of commercial space. The development allowed within the Downtown Code was evaluated in the 2030 General Plan Addendum No. 5, and it was determined to not result in any new significant impacts.
- c) The proposed project has been scheduled for a public hearing on February 13, 2025 to provide the opportunity for public participation.

**5) Environmental Determination** In accordance with Sections 15332 (Class 32, In-Fill Development) of the California Environmental Quality Act (CEQA) Guidelines, projects characterized as in-fill development may be found to be exempt from the requirements of the CEQA.

This Project includes the demolition of two existing commercial buildings and the construction of an apartment building that is consistent with the General Plan land use designation of Downtown and the Downtown Code zoning designation of Downtown (DT-G). The proposed development is located on a 0.48-acre project site which is surrounded by urban uses. The Project site will be adequately served by all required utilities and public services. The Project site is currently developed and has no value as habitat for endangered, rare or threatened species. Additionally, as noted above, the build out of the Downtown area was evaluated in Addendum No. 5 to the 2030 General Plan Environmental Impact Report (EIR) (Attachment C). The build-out of the Downtown area was assumed to be 2,284 residential units and 3,025,370 square-feet of non-residential development space. Addendum No. 5 determined that the build-out of the Downtown area under the Downtown Code would not result in any additional impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR. As this Project is consistent with the Downtown Code and is within the assumed buildout as analyzed, this Project will not result in any significant effects relating to traffic, noise, air quality, or water quality. No Exceptions to the Exemptions (Section 15300.2) apply to defeat the Exemption. Therefore, staff has determined that there is no substantial evidence that the Project will have a significant effect on the environment and recommends that the Community Development Director accept the Notice of Exemption (Attachment D) attached to the staff report.

**6) Analysis:**

- a) **General Discussion:** As discussed below, the Project has been found to be consistent with both the General Plan and the Downtown Code. In accordance with the Downtown Code, construction of the Project is subject to approval of a Major Downtown Design Review permit by the Community Development Director.
- b) **General Plan Consistency:** The City's 2030 General Plan land use designation for the subject site is Downtown (DTN) uses which allows retail, commercial, government and residential uses in the urban context of the downtown area, regulated by form-based development and performance standards to encourage pedestrian-oriented design, diverse and high-quality housing choices and transit utilization. The proposed residential building includes a pocket park on the ground floor, residential units on the first five floors, with the sixth floor providing a shared roof deck. The building includes limited parking on the ground floor that is consistent with pedestrian-oriented design. Approval of this Major Downtown Design Review Permit has been determined to be consistent with the General Plan and the property's land use designation.

Consistency with the 2030 General Plan is defined by the relationship between 2030 General Plan policies and the proposed Project. The three consistency classification levels are:

- I. Direct Applicability to a Proposed Project or Program (full text of the policy and an explanation).

- II. Related or Indirect Applicability to the Proposed Project or Program (policy title and an explanation for each or groups of related or indirectly related policies).
- III. No or Distant Applicability to the Proposed Project or Program (all policies not listed as Level I and II are assumed to be consistent).

POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
CD-19.1	I	<b>Unique Downtown Identity</b> Ensure that downtown Oxnard occupies a niche in the marketplace as a civic center supported by businesses, retail, residential components, arts, and entertainment.	Project is consistent with Downtown Code to provide mixed uses to revitalize downtown.
CD-19.2	I	<b>Complementary Development</b> Seek a complementary rather than competitive role with other areas of the City for the continued economic development of the City's downtown.	Project will provide needed housing opportunities to support economic development throughout the City.
CD-9.2  CD-1.2	I	<b>Revitalization and Redevelopment</b> As part of the City's redevelopment programs and planning, promote the revitalization of residential, commercial, and industrial properties that have deteriorated or detract from the visual quality of the City.  <b>Infill Development, Priority to Mixed Use</b> Promote the efficient use of larger vacant parcels and vacant areas of the City by encouraging infill development, with a priority to mixed uses that reduce vehicle trips and GHG emissions and promote sustainable development goals and objectives.	Project is an in-fill development that will assist in the revitalization of the Downtown area.
CD-19.5	I	<b>Attract Downtown Investment</b> Encourage investors to purchase downtown property and help property owners lease space.	Project includes 53 residential units that could be offered for lease.

<b>CD-1.7</b>	<b>I</b>	<p align="center"><b>Compact Development</b></p> <p>Promote the use of development patterns that are more compactly built and use space in an efficient aesthetic manner as part of the community vision.</p>	Project is designed as a podium style building for efficient use of space on the lot.
<b>CD-8.1</b>	<b>I</b>	<p align="center"><b>Limiting Development</b></p> <p>Continue to limit development to those areas that can be served by existing or planned utilities, transportation, and service systems.</p>	Project is in-fill development that will be served by existing services.
<b>CD-1.5</b>	<b>I</b>	<p align="center"><b>Housing Variety</b></p> <p>Promote the development of a variety of housing types throughout the City including apartments, condominiums, lofts, townhouses, and attached or detached single family units.</p>	Project is proposing a multi-family residential apartment building.
<b>ICS-9.2</b>	<b>I</b>	<p align="center"><b>Development Has Adequate Parking</b></p> <p>Review development proposals to encourage shared parking use and ensure adverse parking impacts are minimized or avoided.</p>	Project is providing additional parking, more than that which is required by the Downtown Code.
<b>ICS-8.1</b>  <b>ICS-8.5</b>	<b>I</b>	<p align="center"><b>Improved Bicycle and Pedestrian Safety</b></p> <p>Promote safety by minimizing conflicts between automobiles, bicycles, and pedestrians with special attention to lighting resources on commercial corridors.</p> <p align="center"><b>Public Sidewalks and Pedestrian Orientation</b></p> <p>Consider and require where appropriate and feasible the enhancement of the pedestrian environment as part of private development and public works projects, especially for public sidewalks.</p>	<p>The Project is conditioned to make improvements to the adjacent alleyway. The Project will also provide sidewalk improvements and the installation of bike racks which will promote pedestrian and bicycle use.</p>

<b>ICS-11.7 ER-10.1</b>	<b>I</b>	<b>Water Wise Landscapes Promote use of Native and Water Wise Plants</b>	The Project is conditioned to install street trees to assist in screening the building. The trees require -low watering once established. The proposed landscaping in the landscape plan are all low water use plants.
<b>CD-3.4 CD-10.1 CD-10.2 CD-14.1 CD-14.2 CD-14.3</b>	<b>II</b>	<b>Neighborhood Quality of Life Human-Scale Development Neighborhood Themes Design Review Process Development Advisory Committee (DAC) Function Quality of Design</b>	The application review process led to changes in the Project and/or conditions of approval that meet these Level II policies.
<b>All others</b>	<b>III</b>	<b>All policies not listed above</b>	No or distant applicability to the proposed Project.

As conditioned, the Project is consistent with 2030 General Plan land use designation and the Goals and Policies.

- c) **Conformance with Zoning Development Standards:** Pursuant to the Downtown Code, the proposed development is located in the DT-G zone. In accordance with the Downtown Code, the apartment building may be permitted with an approved Major Downtown Design Review Permit (16-146.1.B). Applicable development standards of the Downtown General zone have been compared with the proposed Project in Attachment E.

Pursuant to the Downtown Code, the maximum development potential is as follows:

**Maximum Development Potential**  
 (Table 16-145.2.J)

Residential	2,284 Units
Non-Residential	3,025,370 Gross Square Feet

The project includes 53 residential units. Thus, the remaining maximum development

potential in the Downtown area is as follows:

**Remaining Maximum Development Potential**

Residential	711 Units <sup>1</sup>
Non-Residential	1,143,740 Gross Square-Feet <sup>2</sup>

- d) **Site Design:** The proposed residential apartment building is designed as a podium style building. The ground floor includes a pocket park near the entryway of the apartment building. The ground floor includes parking areas behind the apartment building which are completely screened from the street frontage. The top five floors include residential units. The entry to each unit faces an interior hallway. Each unit has a private patio/balcony. The sixth floor contains a shared roof deck which can be accessed by its residents via stairs and an elevator near the front of the building or by stairs located near the rear of the building. The upper floors are centered on the ground floor to allow for light and ventilation for each of the units and to respect the required setbacks (Attachment B). The resulting lot will comply with the lot dimensions of the Downtown General Zone.
- e) **Circulation and Parking:** The proposed apartment building includes frontage on, and pedestrian access from both West First Street and North A Street. The rear of the building faces an alleyway. Vehicular access to the parking carports and tuck-under parking area is provided from the alleyway, consistent with the Downtown Code. The ground floor vehicle ingress includes two vehicle entry points which allows access to a total of 29 vehicle parking spaces (24 standard spaces, 3 EV parking spaces, 1 ADA accessible space, and one dual ADA/EV accessible parking space), 24 of the spaces are provided via a rotating car lift. The rotating car lift will allow access to each vehicle independently without needing access to the keys of other vehicles in the car lift. As each vehicle in the car lift can be accessed independently of other vehicles, the parking spaces in the rotating car lift are not considered to be tandem parking spaces. In the case of a power outage, a backup generator system would be utilized to move the vehicles.

Pursuant to the Downtown Code, the proposed development must include a minimum of 0.5 spaces for each residential unit, and must include payment of an in-lieu fee for a minimum of 50% of the required commercial parking and payment of an in-lieu fee for 0.5 to 0.99 spaces provided for each residential unit. However, due to the provisions of Assembly Bill 2097, public agencies cannot impose minimum parking requirements on projects within a half-mile radius of a major transit stop. Therefore, due to the proximity

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<sup>1</sup> 2,284 units (Build-out) less: Existing 1,094 units; Proposed 53 units (PZ 22-200-11); Approved 339 units; and Constructed 87 units.

<sup>2</sup> 3,025,370 square feet (Build-out) less: Existing 1,853,600; Proposed 0 square feet (PZ 22-200-11); Approved 32,579 square feet; and Constructed 0 square feet.

of the project to the Oxnard Transit Center no minimum parking is required. The Project includes a total of 29 spaces. The proposed Project is subject to a condition of approval that requires a Parking Management Plan to designate residential and provide for the allocation of the residential spaces to residents. (Attachment F).

- f) **Building Design:** The proposed Project includes the construction of a 6-story residential-use apartment building that has frontage along West First Street. The proposed building is designed as a podium style building (i.e., the parking is located on the ground floor, with residential uses through the first five floors and a shared deck on the sixth floor). The first floor is designed for entry to the residential first floor and provides access to the upper floors via both a shared elevator and stairs. The parking area for residential units is located on the ground floor to the rear of the building. While the upper five floors are designed exclusively for residential units. The sixth floor will provide for a shared roof deck that will be accessible to all of the apartment building's tenants.

The first floor features a primarily stone facade while the top five floors have a combination of a wood, metal, and smooth stucco facade. The residential floors feature vertically proportioned windows that are aligned over the ground floor concrete block. The building is designed as a flat roof structure.

The building features projections in the form of an awning over the entrance, window sills, and balconies that project from the facade. The features help to break up the massing of the front elevation and provide additional visual interest. The entrance to the building is emphasized with a recessed Common Entry and metal awning facade located generally in the center of the frontage. The Common Entry will serve as the entrance to the residential units. The vehicle entrance to the building is located off the alleyway, where gated drive aisles lead directly into the parking areas with 29 vehicle spaces.

The residential units are designed as, 1-bedroom and 1-bathroom units (48 units) or 2-bedroom and 2-bathroom units (5 units).

The five floor plans for the building are generally the same, with a similar layout. However, the first floor is the only floor that provides 9 units, as opposed to the 11 units provided by each of the upper floors, with the exception of the shared roof deck. The entrance of each apartment faces an interior hallway.

- g) **Landscaping and Open Space:** The Project site includes landscaping in the parkway along the front (facing West First Street) and along the side (facing North A Street). The parkway on the front includes six new street trees and the parkway on the side includes five new street trees that will provide canopy and shading to be consistent with the Downtown Code.

Pursuant to the Downtown Code, the Project includes private open space. The ground floor includes a pocket park with accent paving and wood seating boxes near the main

entryway of the building. The sixth floor of the building includes a shared roof deck, this shared common area includes bench seating, a shade trellis, a BBQ grill with bar counter, a firepit and decorative hardscape. Both common areas will be landscaped with multiple trees, and small shrubs of a wide variety.

- 7) Development Advisory Committee:** The Project was first reviewed by the Development Advisory Committee (DAC) on February 1, 2023 and later on May 10, 2023. Since these meetings, the applicant team has revised their project and coordinated with individual DAC members. Conditions of approval from DAC are included in the attached Resolution.
- 8) Community Workshop and Public Input:** The project site is located within the Wilson Neighborhood. On October 16, 2023, the Project was presented to the public during a Community Workshop meeting. The meeting was attended by six members of the public to provide comments regarding the Project. The primary concern identified at the Community Workshop was the availability of parking. As discussed above, the proposed parking is consistent with the Downtown Code parking requirements, however as noted in the parking section above no minimum parking can be required for this project pursuant to AB 2097.

Consistent with public noticing requirements, the Community Director Hearing was advertised with an on-site posting and by mail to property owners within 300 feet of the subject property. To date, Planning Staff has not received any comments or inquiries from the public regarding the proposed Project.

- 9) Appeal Procedure:** In accordance with Section 16-525 of the City Code, the Community Development Director's action may be appealed to the Planning Commission within 10 days after the decision date. Appeal forms may be obtained from the City Clerk and must be submitted with the appropriate fees before the end of the appeal period. If an appeal to the Planning Commission is not filed within 10 working days of the Community Development Director's decision, the decision of the Community Development Director shall be considered final.

**Attachments:**

- A. Maps (Vicinity, General Plan, Zoning, Aerial)
- B. Reduced Project Plans
- C. 2030 General Plan EIR Addendum No. 5
- D. Notice of Exemption
- E. Downtown Code Consistency Table
- F. Downtown Design Review Resolution

# **ATTACHMENT**

## **A**

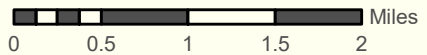
### **MAPS**

**(VICINITY, GENERAL PLAN, ZONING, AERIAL MAP)**

# Vicinity Map



## Vicinity Map



# 2030 General Plan Land Use Map

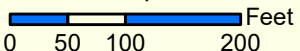


City of Oxnard GIS



Oxnard Planning  
October 3, 2023

PZ 22-200-11  
Location: 137 S A St  
APN: 2020055070  
First & A Apartments



## 2030 General Plan Land Use Map



1:2,000

# Zoning/Specific Plan Map





NAST

W FIRST ST

SAST



**ATTACHMENT  
B**

**REDUCED PROJECT PLANS**

SCOPE OF WORK

1. REMOVAL OF EXISTING 9,800 SF COMMERCIAL STRUCTURES.
2. NEW 6 STORY 44,338.6 SF, 53 UNITS APARTMENTS, WITH ROOF TERRACE
3. 5 TUCK-UNDER GARAGE SPACES
4. CARPORT PARKING AREA WITH CAR LIFTS

BUILDING UNIT MIX

BUILDING UNIT MIX	COUNT PER FLOOR								TOTAL	
	BEDS	SIZE	DECK	1ST	2ND	3RD	4TH	5TH		Roof
UNIT - 1	1	983.9	60.0		5	5	5	5		20
UNIT - 1.1	1	547.5	78.1	5						5
UNIT - 2	1	759.7	74.1		1	1	1	1		4
UNIT - 3	1	713.4	134.7		1	1	1	1		4
UNIT 3.1	1	744.6	113.4	1						1
UNIT - 4	1	705.5	153.4	1						1
UNIT - 4.1	1	750.2	180.2		1					1
UNIT - 4.2	1	822.1	173.6			1	1	1		3
UNIT - 5	STUDIO	906.6	67.7		1	1	1	1		1
UNIT - 6	2	964.8	69.2	1	1	1	1	1		5
UNIT - 7	1	758.4	78.1	1	1	1	1	1		5
TOTAL				9	11	11	11	11		53
BUILDING SF				7,353.3	9,039.1	9,113.7	9,113.7	9,113.7	605.1	44,338.6

PARKING ANALYSIS: (IN-LIEU PARKING FEE PER CITY OF OXNARD DOWNTOWN CODE)

PARKING REQ.	PARKING PROVIDED
RESIDENTS .5/UNIT = 27	29 SPACES + 25 IN LIEU .5/UNIT
PARKING PROVIDED	
ADA STALL (9'x19')	2 SPACES
LIFT STALL (9'x19')	24 SPACES
STANDARD STALL (9'x19')	3 SPACES
EV STALL PROVIDED	
EV ACCESSIBLE STALL	1 SPACE
EV STALL (10%)	3 SPACE
EV READY (25%)	7 SPACE (A PART OF STANDARD SPACE)
EVCS (5%)	1 SPACE
TOTAL STALL	29 COVERED

PROVIDED BICYCLE PARKING:  
 TOTAL RESIDENT BEDROOMS 58 - 10 BICYCLE PARKING  
 SHORT TERM 5 SPACES  
 LONG TERM 5 SPACES

PROJECT INDEX

- |                                      |                       |
|--------------------------------------|-----------------------|
| A0 PROJECT ANALYSIS                  | L1 SITE PLANTING PLAN |
| A0.1 DT-G ANALYSIS                   | L2 ROOF PLANTING PLAN |
| A1.0 EXISTING / DEMOLITION SITE PLAN |                       |
| A1.1 SITE PLAN                       | C1 TOPOGRAPHIC SURVEY |
| A1.2 CARPORT PLANS                   | C2 GRADING PLAN       |
| A2 FIRST FLOOR PLAN                  | C3 UTILITY PLAN       |
| A3 SECOND FLOOR PLAN                 |                       |
| A4 THIRD / FIFTH FLOOR PLANS         |                       |
| A5 6TH FLOOR / ROOF PLAN             |                       |
| A6 UNIT PLANS 1-3                    |                       |
| A7 UNIT PLANS 2, 5, 7                |                       |
| A8 UNIT PLANS 6                      |                       |
| A9 UNIT 8                            |                       |
| A10 ROOF DECK                        |                       |
| A11 EXTERIOR ELEVATIONS              |                       |
| A12 EXTERIOR ELEVATIONS              |                       |
| A13 EXTERIOR ELEVATIONS              |                       |
| A14 EXTERIOR ELEVATIONS              |                       |
| A15 SECTION                          |                       |
| A16 MATERIALS / COLORS               |                       |
| A17 SITE PHOTOS, BUILDING SECTION    |                       |

PROJECT DATA

ASSESSORS PARCEL NUMBER: 202-0-133-060  
 PROJECT ADDRESS: 137 FIRST STREET  
 ZONING: DT-G  
 OCCUPANCY GROUP: MULTI-FAMILY (R-2) CARPORT (S-2) APARTMENTS  
 NUMBER OF STORIES: 6 STORIES  
 CONSTRUCTION TYPE: III-A, V-A  
 FIRE SPRINKLER SYSTEM: NFPA 13  
 FIRE ALARM REQUIRED: NFPA 72

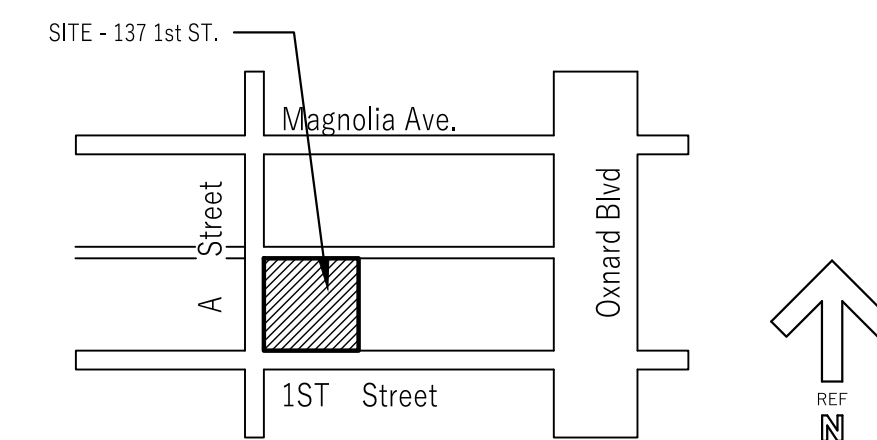
PROPERTY ANALYSIS:  
 SITE AREA (PER LOT): 21,000.0 SF (0.48 AC)  
 BUILDING FOOTPRINT: 10,346.7 SF 49.3%  
 CARPORT FOOTPRINT: 2,414.1 SF 11.5%  
 PAVING: 6,278.5 SF 29.9%  
 LANDSCAPING: 4,504. SF 21.4%

OPEN SPACE:  
 ROOF DECK: 2,846.1 SF  
 PRIVATE DECKS: 4,916.7 SF  
 TOTAL PROVIDED\*: 7,762.8 SF 36.9%  
 POCKET PARK: 4,916.7 SF 9.3%

SITE SETBACKS:  
 FRONT YARD PRIMARY: 15' 15'  
 FRONT YARD SECONDARY: 10' 10'  
 SIDE YARD: 7' 7'  
 SIDE YARD UPPER FLOORS: 10' 10'  
 REAR YARD WITH ALLEY: 5' 5'  
 \* MIN. 25' REQUIRED BETWEEN FACING GARAGE ACROSS AN ALLEY

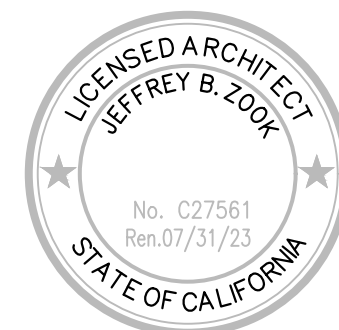
BUILDING HEIGHT: 106' MAX 70'  
 FRONT YARD PROJECTIONS: 30' 30'  
 NUMBER OF UNITS: 53 UNITS - STACKED FLATS

VICINITY MAP



SITE PRESPECTIVE

2



137 1ST STREET APARTMENTS

RESIDENTIAL DEVELOPMENT  
 137 FIRST STREET OXNARD CA 93030

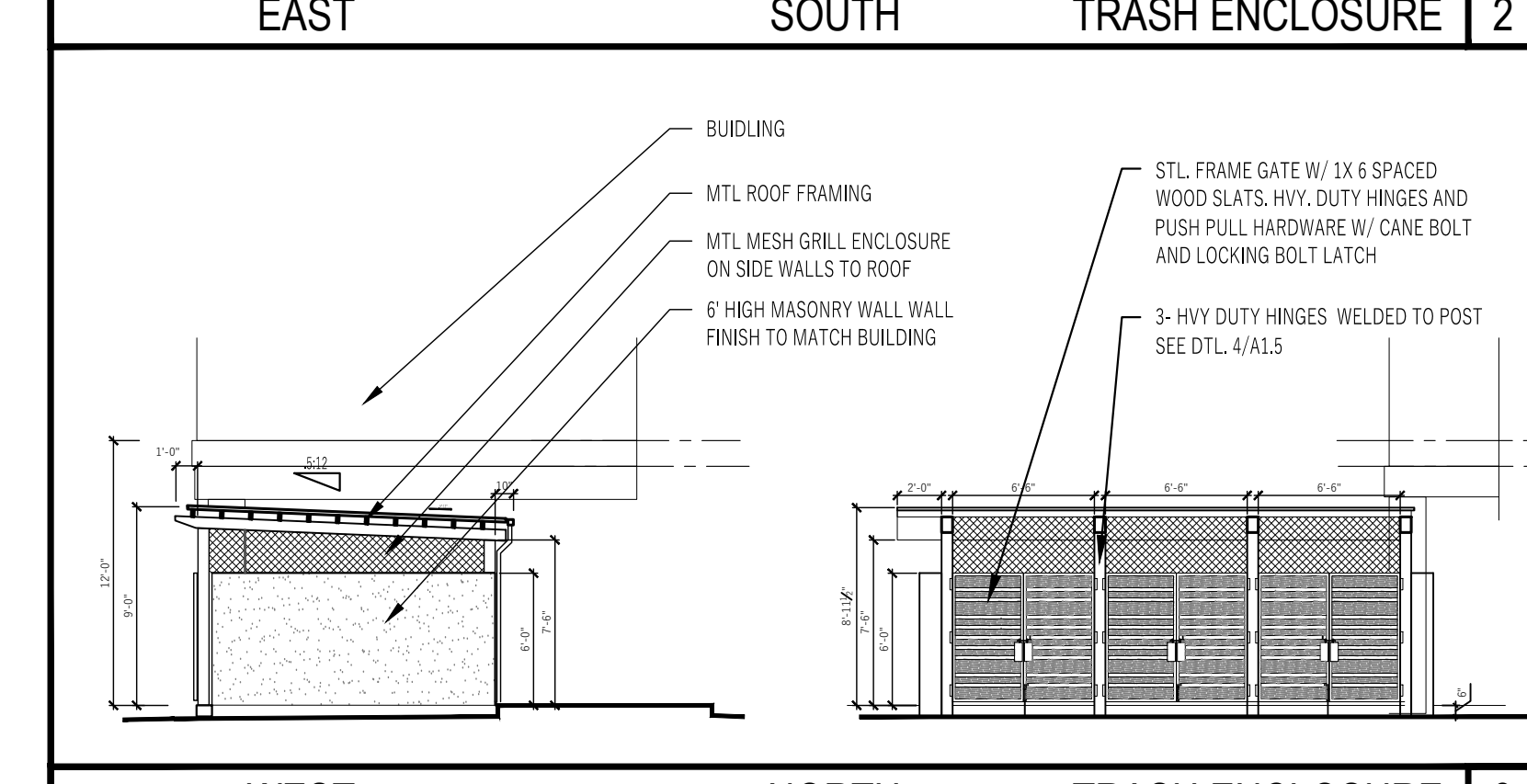
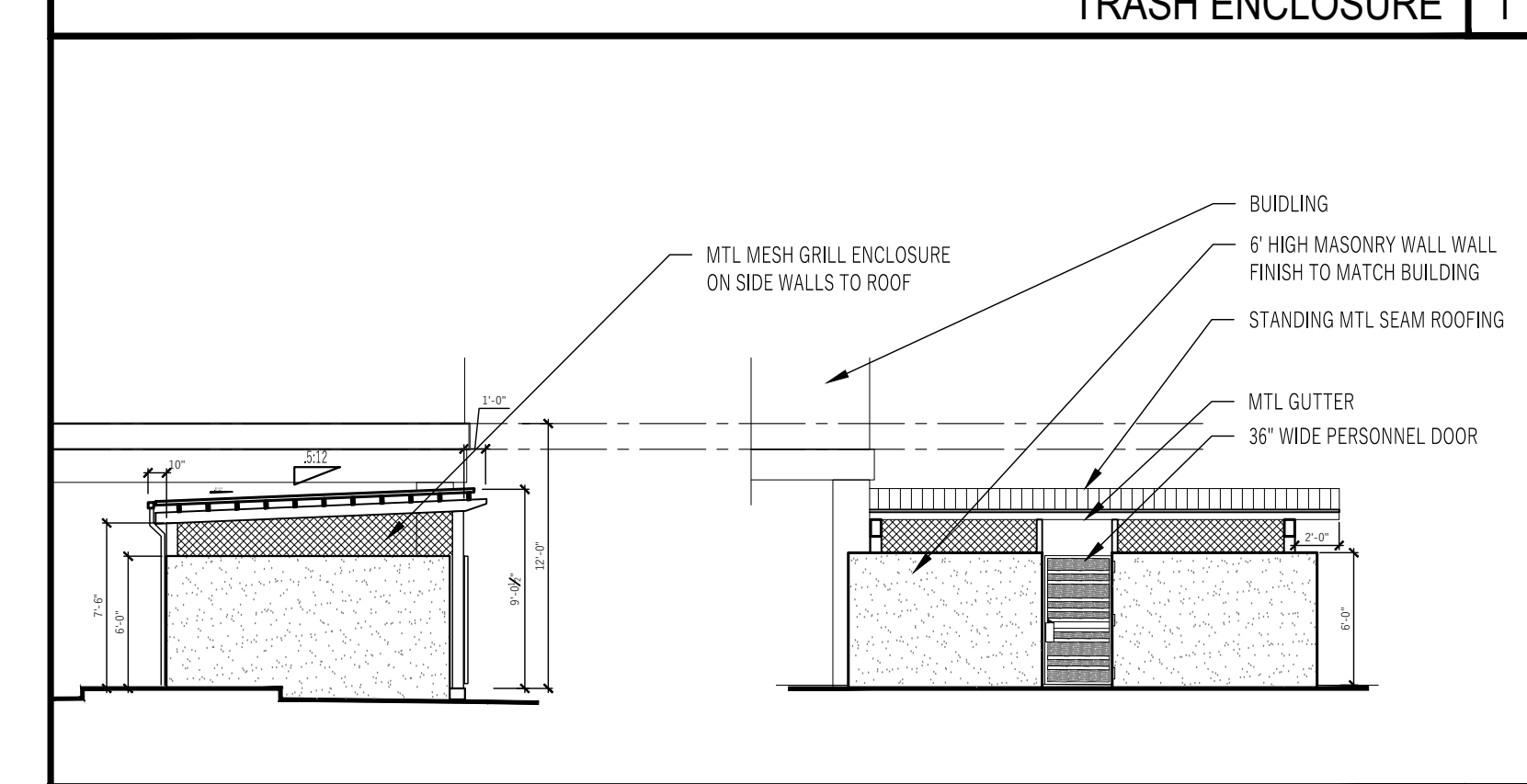
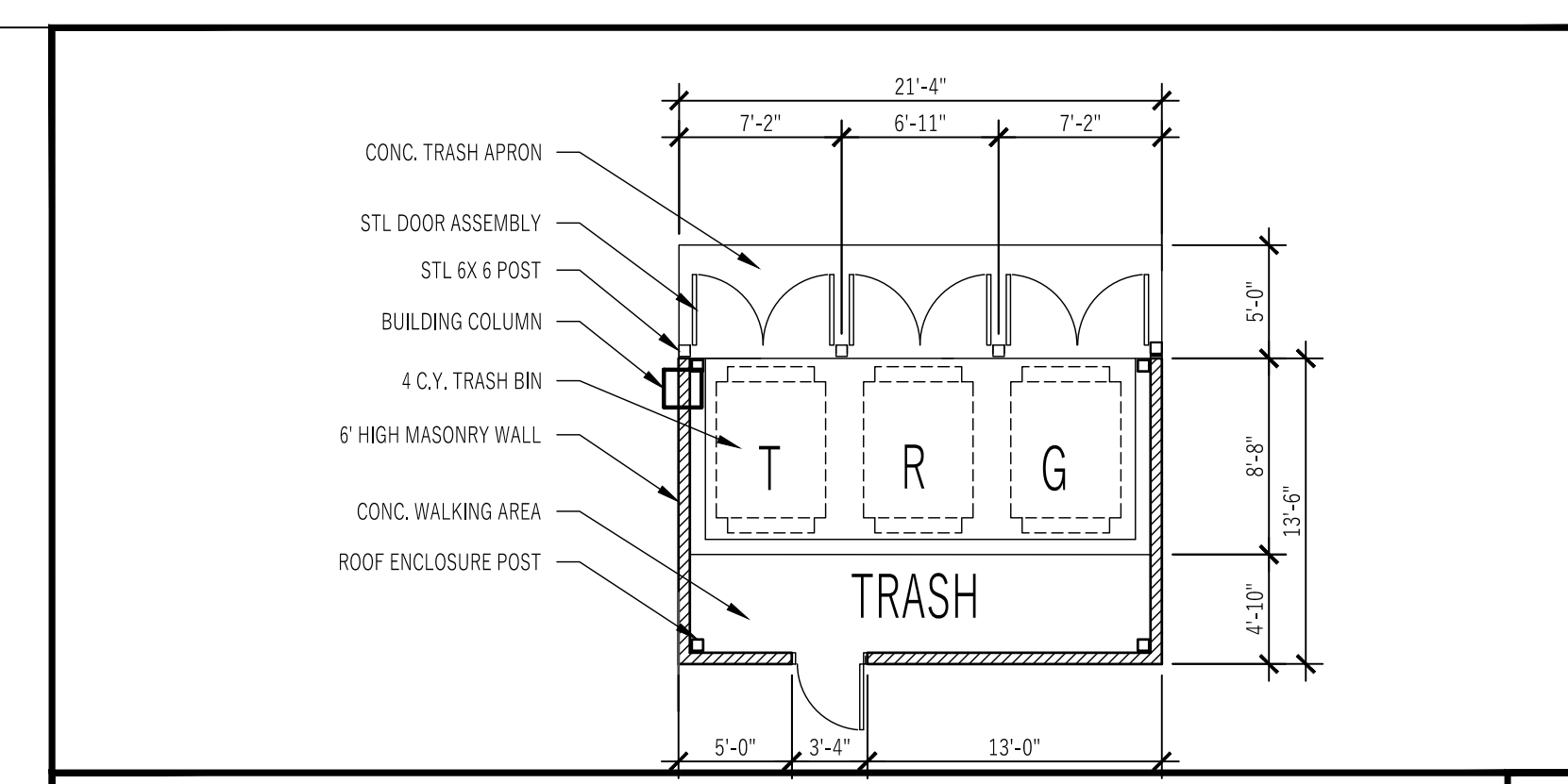
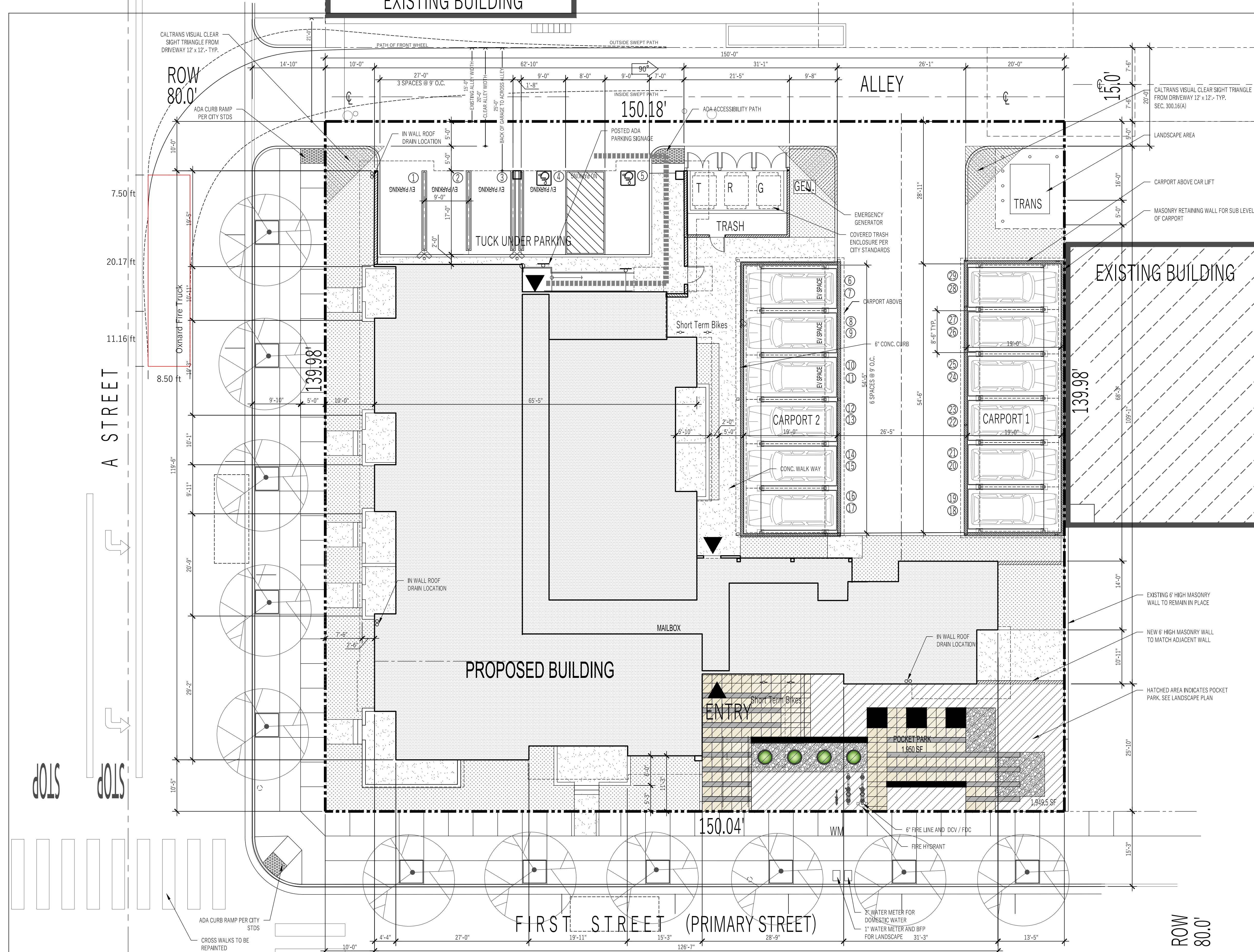
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**SITE PLAN**

Sheet No:

A0

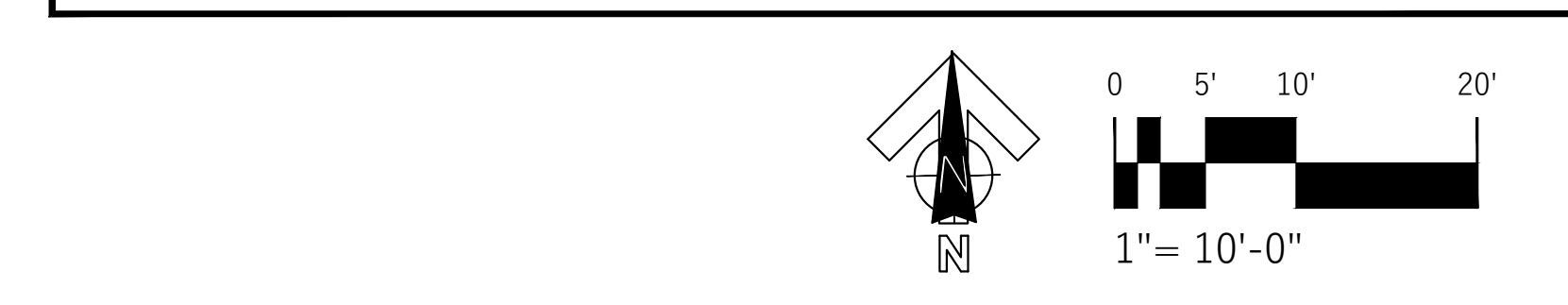
CLIENT: ALDERSGATE HOMES  
 220101  
 JAN. 23, 2024



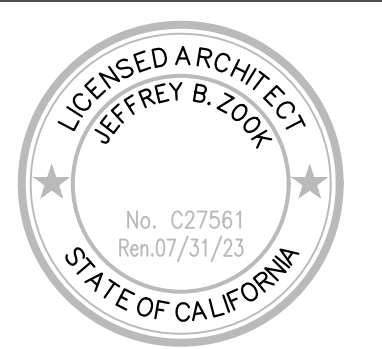


**GENERAL CONDITIONS**

- PER CONDITIONS OF APPROVAL:
1. SCE UNDER GROUNDING OF OVERHEAD UTILTY POLES ALONG THE ALLEY SHALL BE PROVIDED PRIOR TO PERMIT ISSUANCE.
  2. 2" GRIND AND OVERLAY TO THE CENTERLINE OF N. A STREET, CURB TO CURB ON S. W. 1ST STREET, AND 20 LF BEYOND ALL OTHER TRENCHING. ALLEY TRENCHING SHALL BE REPAIRED SCORELINE TO SCORELINE ON ENTIRE SEGMENT WIDTHS.
  3. ALL WATER SERVICES SHALL BE CONSTRUCTED PER CITY STANDARDS.
  4. RELOCATE STREET LIGHT A MIN. OF 5LF FROM THE DRIVE APPROACH LOCATED ON OXNARD BLVD.
  5. KNOX BOX TO BE PLACED AT ENTRY DOOR.
  6. A SHELTER WITH SOLAR LIGHTING AT THE EXISTING BUS STOP LOCATED ON THE NORTHEAST CORNER OF THE INTERSECTION OF C AND 1ST STOP DESIGN TO BE CONSISTENT WITH GCTD BUS STOP GUIDELINES AND SHALL BE APPROVED BY THE CITY OF OXNARD TRAFFIC DIVISION.
  7. SEE NOISE STUDY REPORT FOR NOISE ZONES A, B, C.



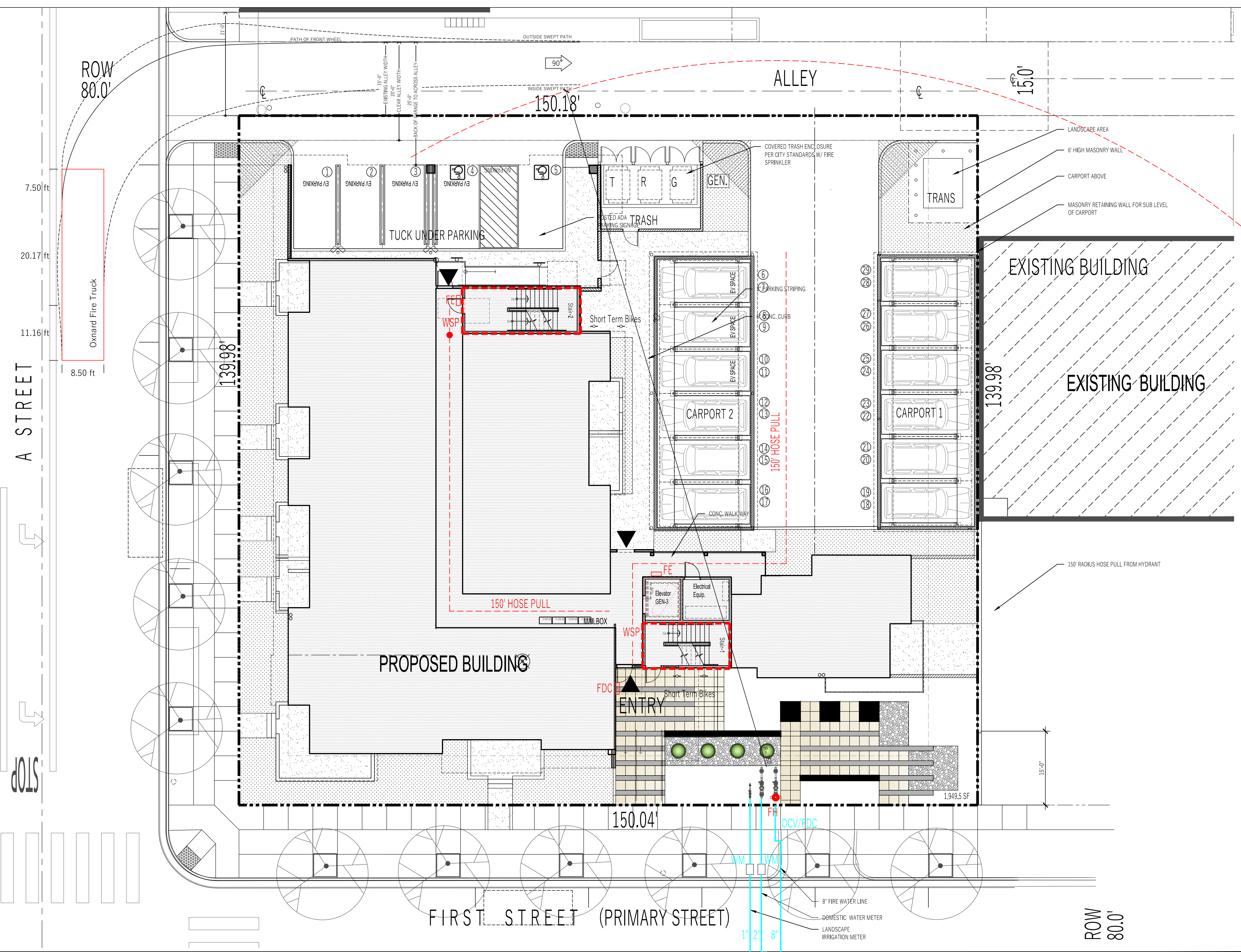
**SITE PLAN 4**



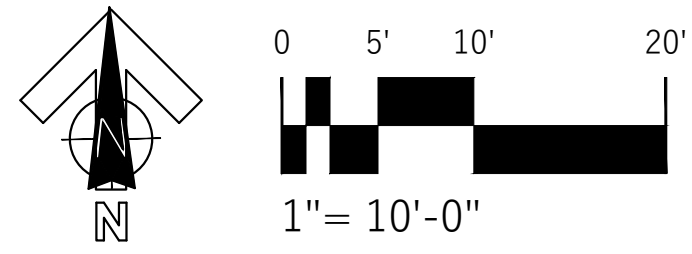
**137 1ST STREET APARTMENTS**  
RESIDENTIAL DEVELOPMENT  
137 FIRST STREET OXNARD CA 93030

Sheet Title: **SITE PLAN**  
Sheet No:

**A1.1**  
CLIENT: ALDERSGATE HOMES  
220101  
JAN. 23, 2024



FIRE LEGEND :	
	150' HOSE PULL
	NO PARKING RED CURB
	FH FIRE HYDRANT - 150' RADIUS
	WSP WET STAND PIPE AT STAIRS WITH 150' HOSE PULL
	2-HOUR FIRE RESISTIVE STAIR WITH ROOF ACCESS
	FE FIRE EXTINGUISHER



SITE PLAN | 1



**137 1ST STREET APARTMENTS**  
RESIDENTIAL DEVELOPMENT  
137 FIRST STREET OXNARD CA 93030

Sheet Title:  
**FIRE -SITE PLAN**  
Sheet No:

A1.1.1  
CLIENT: ALDERSGATE HOMES  
220101  
JAN. 23, 2024



EAST ELEVATION



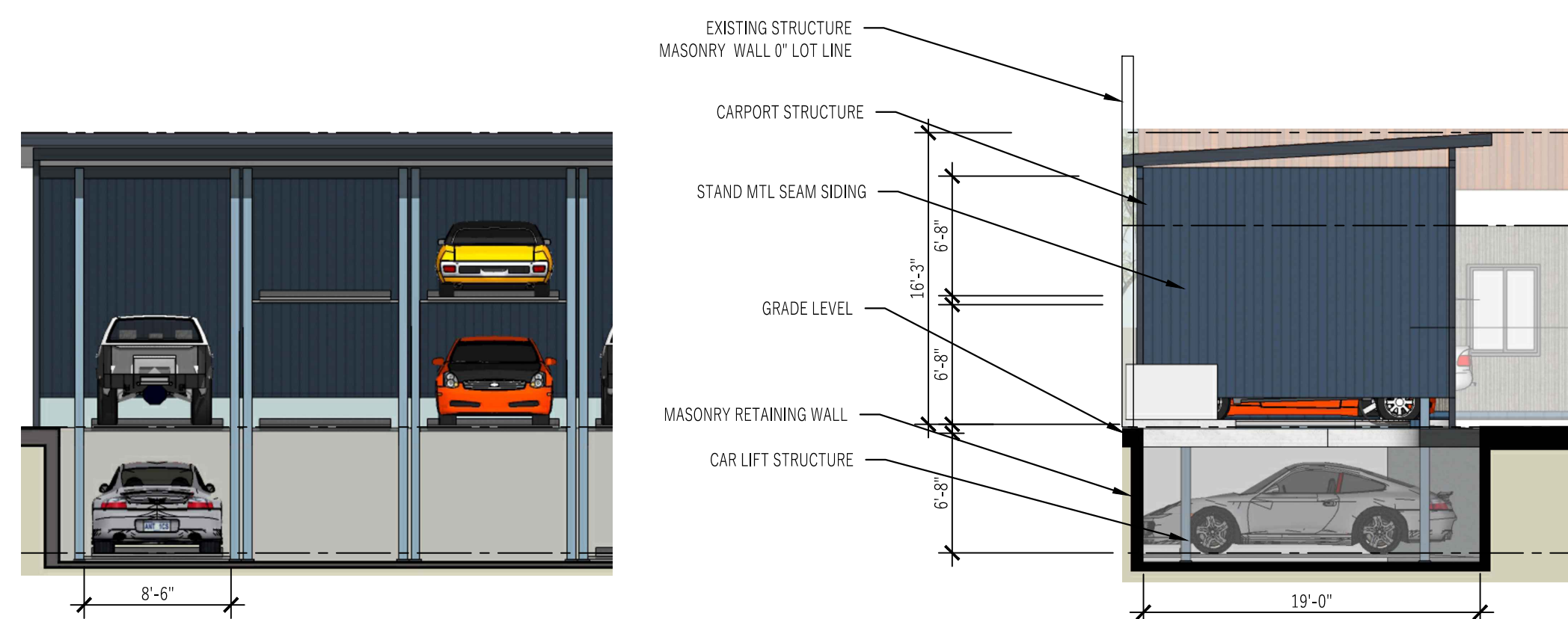
NORTH ELEVATION



WEST ELEVATION

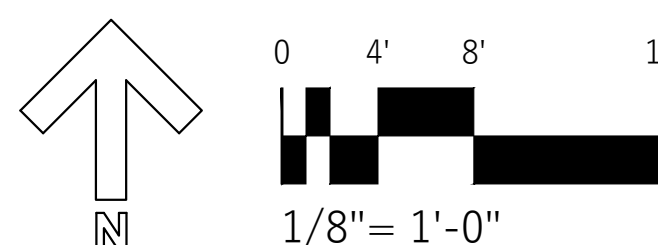
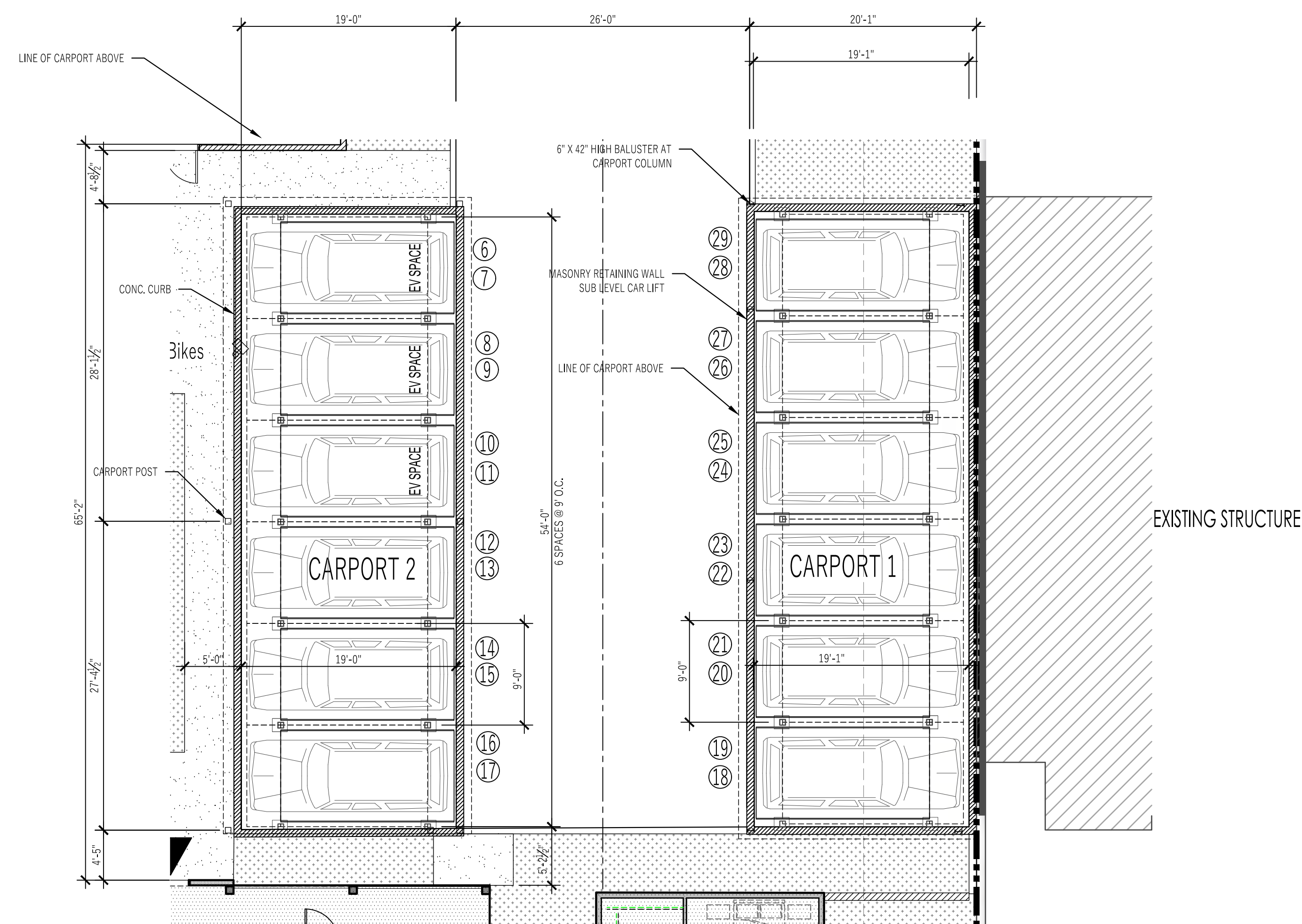
CARPORT 1 & 2

1



CARPORT SECTION

3



CARPORT - SITE PLAN

2

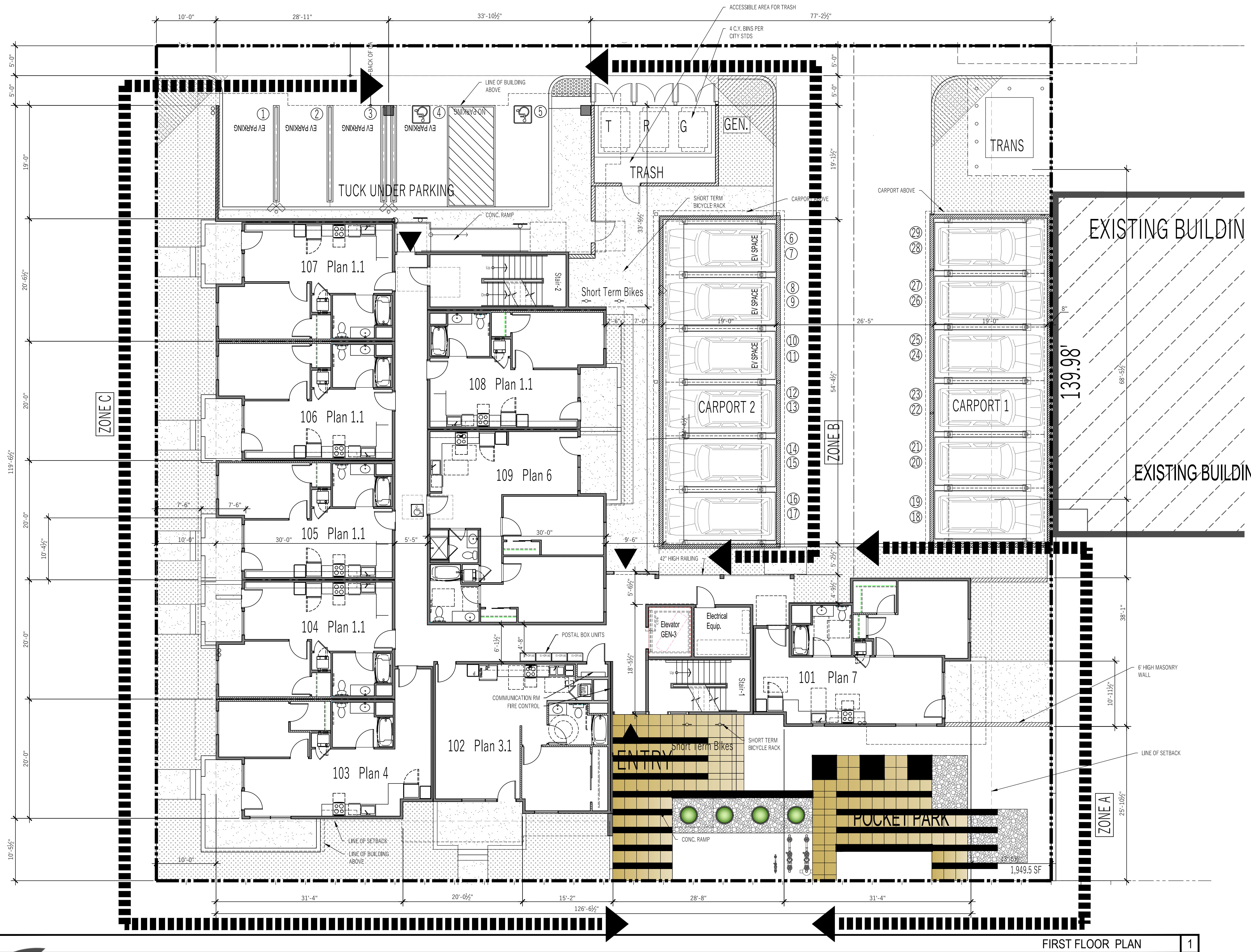


# 137 1ST STREET APARTMENTS

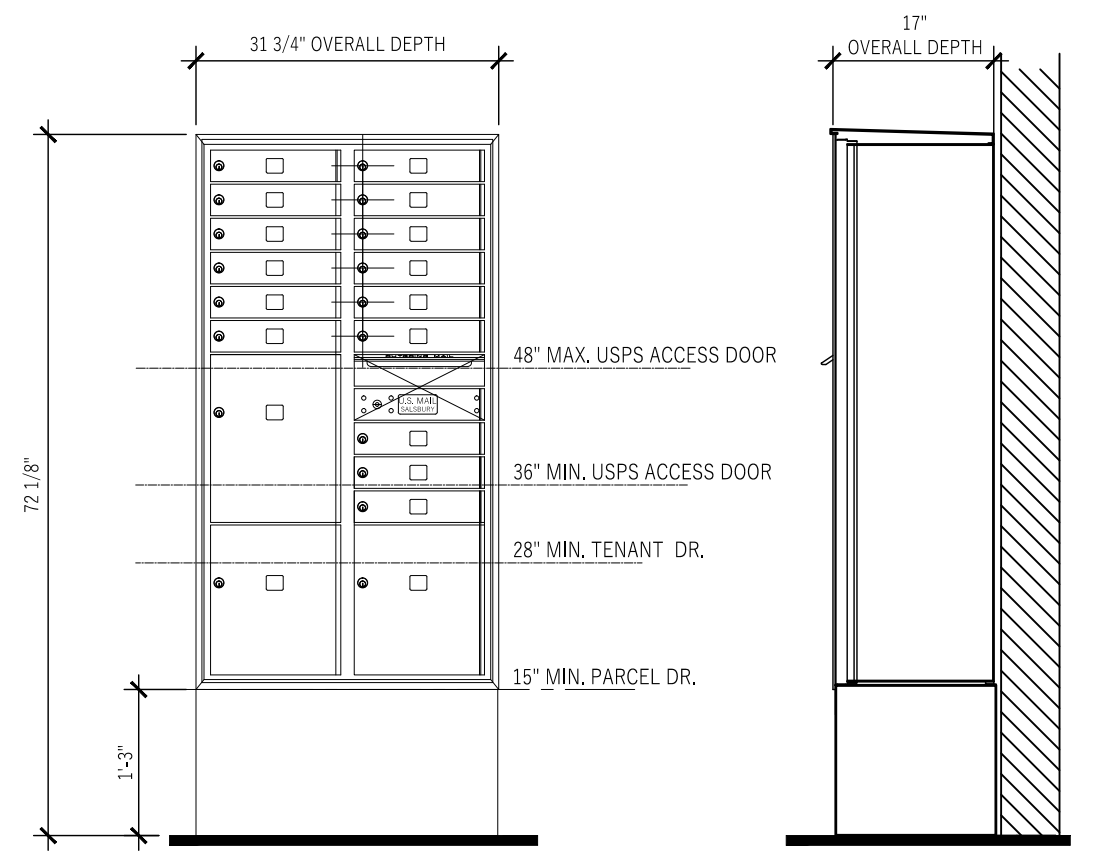
RESIDENTIAL DEVELOPMENT  
137 FIRST STREET OXNARD CA 93030

Sheet Title:  
**CARPORT PLAN**  
Sheet No:

**A1.2**  
CLIENT: ALDERSGATE HOMES  
220101  
JAN. 23, 2024

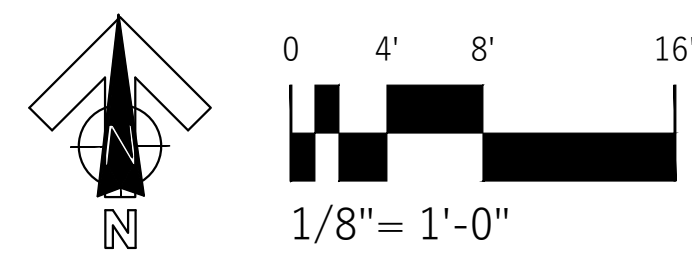


EXTERIOR NOISE LEVELS (DB)				
ZONE	FLOOR	EXT CNEL	EVENT LEVEL	EXT LOUDEST
A	ALL	70	91	68
B	3-5	67-69	90	67
	1-2	66	78-87	<65
C	ALL	64-65	<75	<65



MAXIMUM HEIGHT FREE-STANDING ENCLOSURE W/ 4C HORIZONTAL MAILBOX WITH 15 DOORS AND 3 PARCEL LOCKERS IN ALUMINUM WITH USPS ACCESS. BRONZE SALSBURY IND. Model # 3916D-15AFU

MAILBOX UNIT



FIRST FLOOR PLAN 1

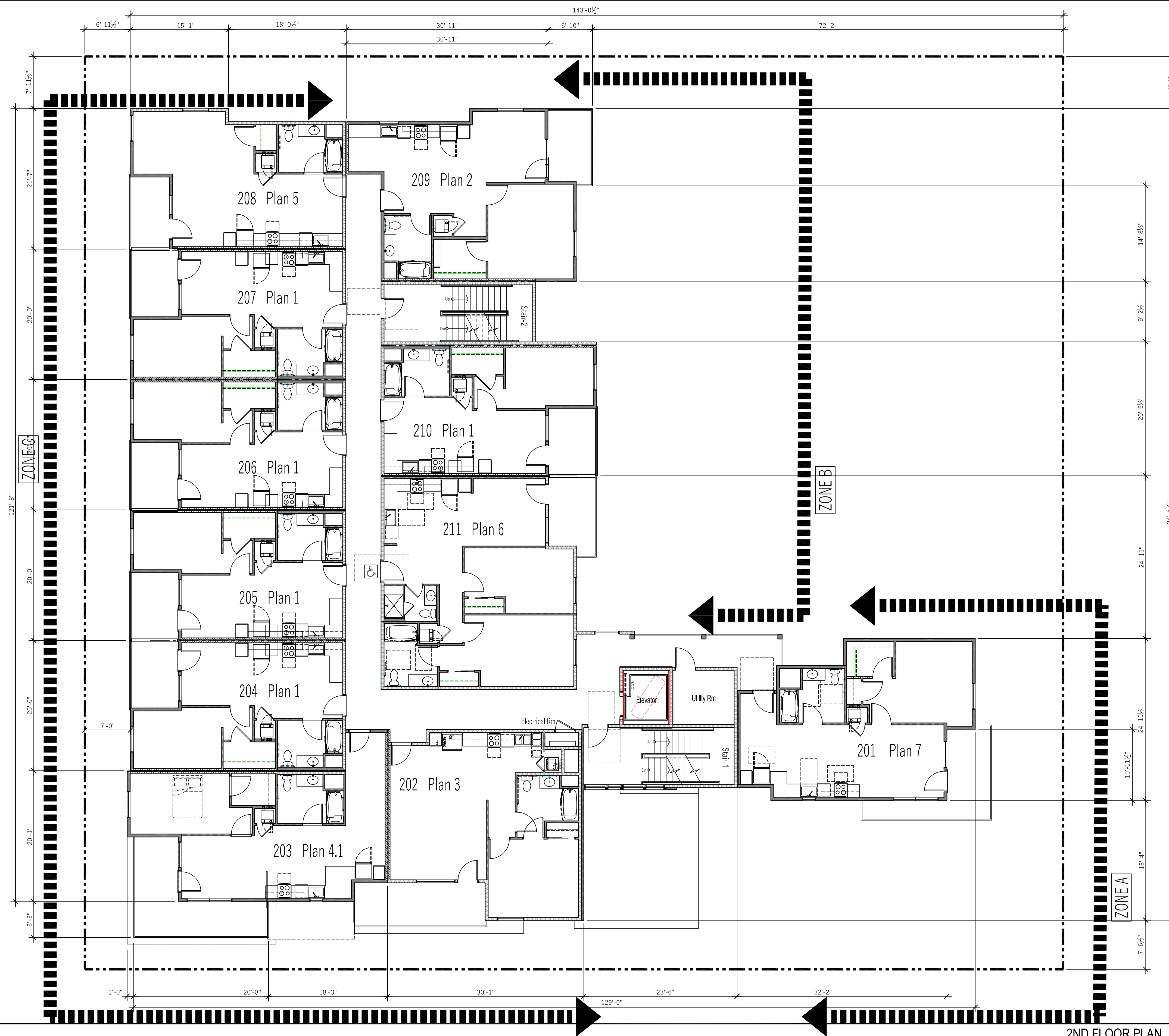


**137 1ST STREET APARTMENTS**  
 RESIDENTIAL DEVELOPMENT  
 137 FIRST STREET OXNARD CA 93030

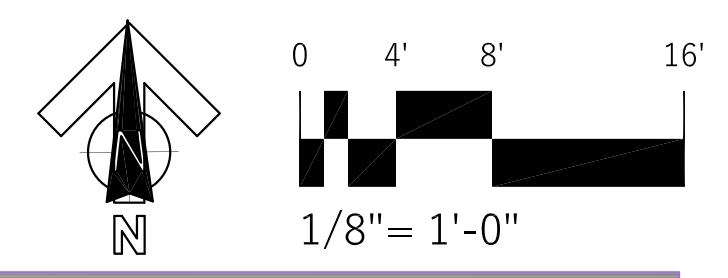
Sheet Title:  
**FIRST FLOOR PLAN**  
 Sheet No:

A2

CLIENT: ALDERSGATE HOMES  
 220101  
 JAN. 23, 2024



EXTERIOR NOISE LEVELS (DB)				
ZONE	FLOOR	EXT CNEL	EVENT LEVEL	EXT LOUDEST
A	ALL	70	91	68
B	3-5	67-69	90	67
	1-2	66	78-87	<65
C	ALL	64-65	<75	<65



2ND FLOOR PLAN 1



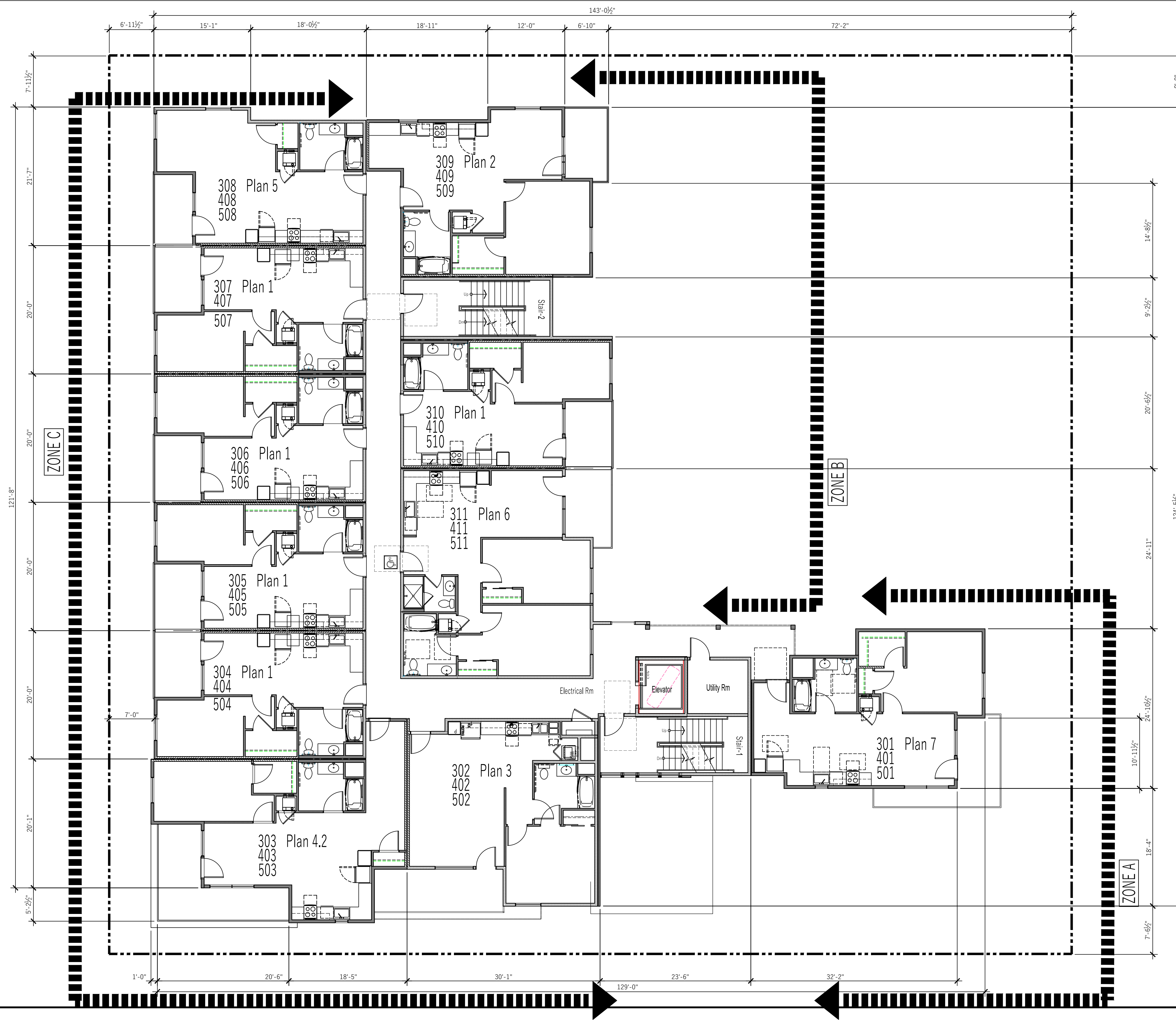
# 137 1ST STREET APARTMENTS

RESIDENTIAL DEVELOPMENT  
137 FIRST STREET OXNARD CA 93030

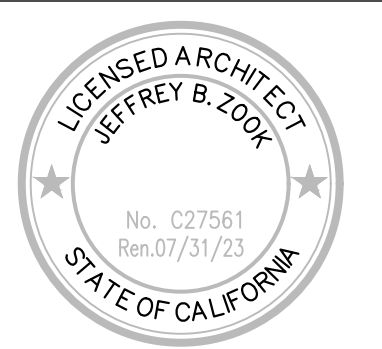
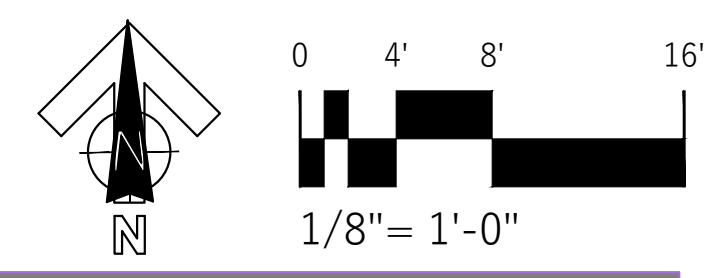
Sheet Title:  
**2ND FLOOR PLAN**  
Sheet No:

A3

CLIENT: ALDERSGATE HOMES  
220101  
JAN. 23, 2024



EXTERIOR NOISE LEVELS (DB)				
ZONE	FLOOR	EXT CNEL	EVENT LEVEL	EXT LOUDEST
A	ALL	70	91	68
B	3-5	67-69	90	67
	1-2	66	78-87	<65
C	ALL	64-65	<75	<65



# 137 1ST STREET APARTMENTS

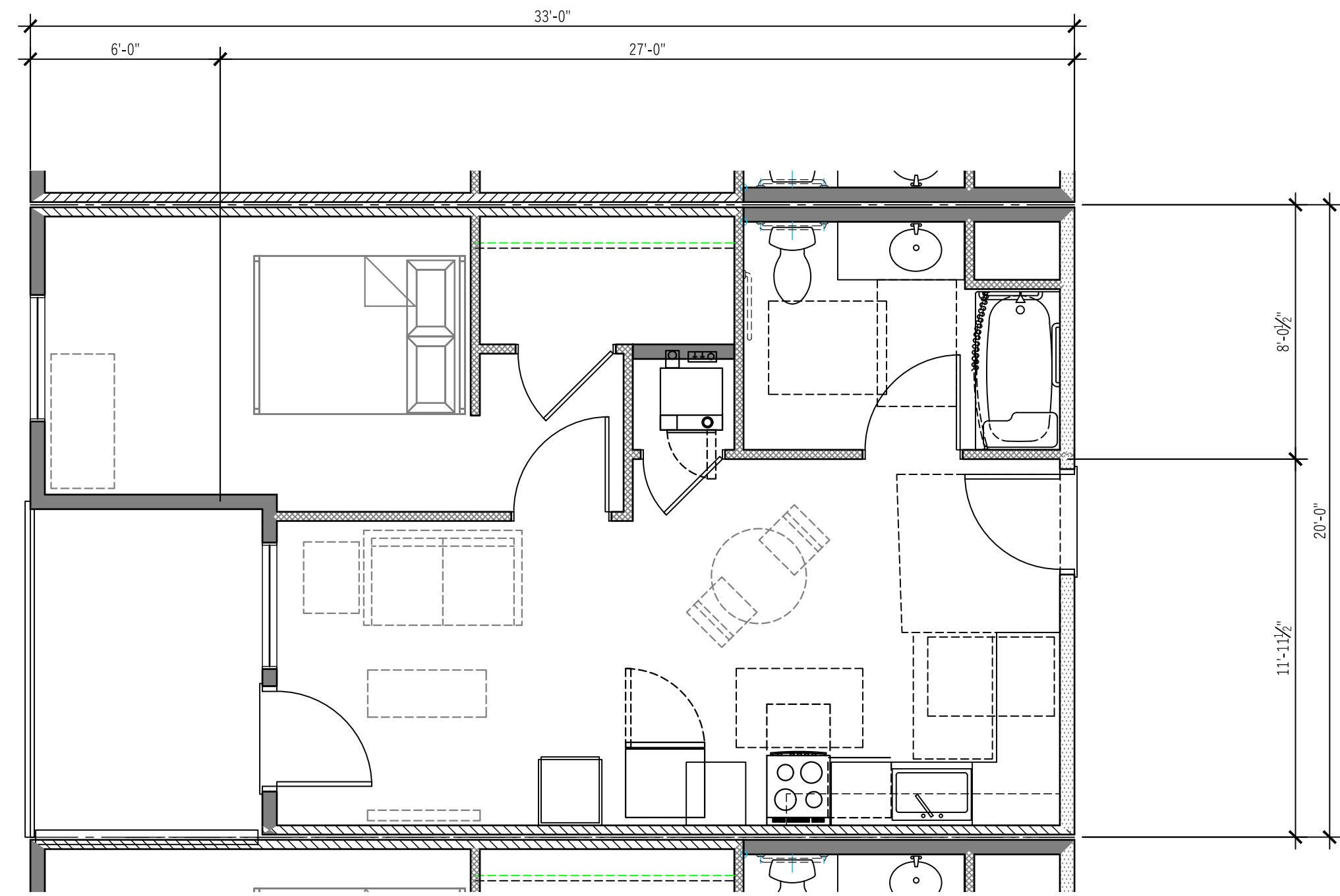
RESIDENTIAL DEVELOPMENT  
137 FIRST STREET OXNARD CA 93030

Sheet Title:  
**3rd thru 5th FLOOR PLAN**  
Sheet No:

A4

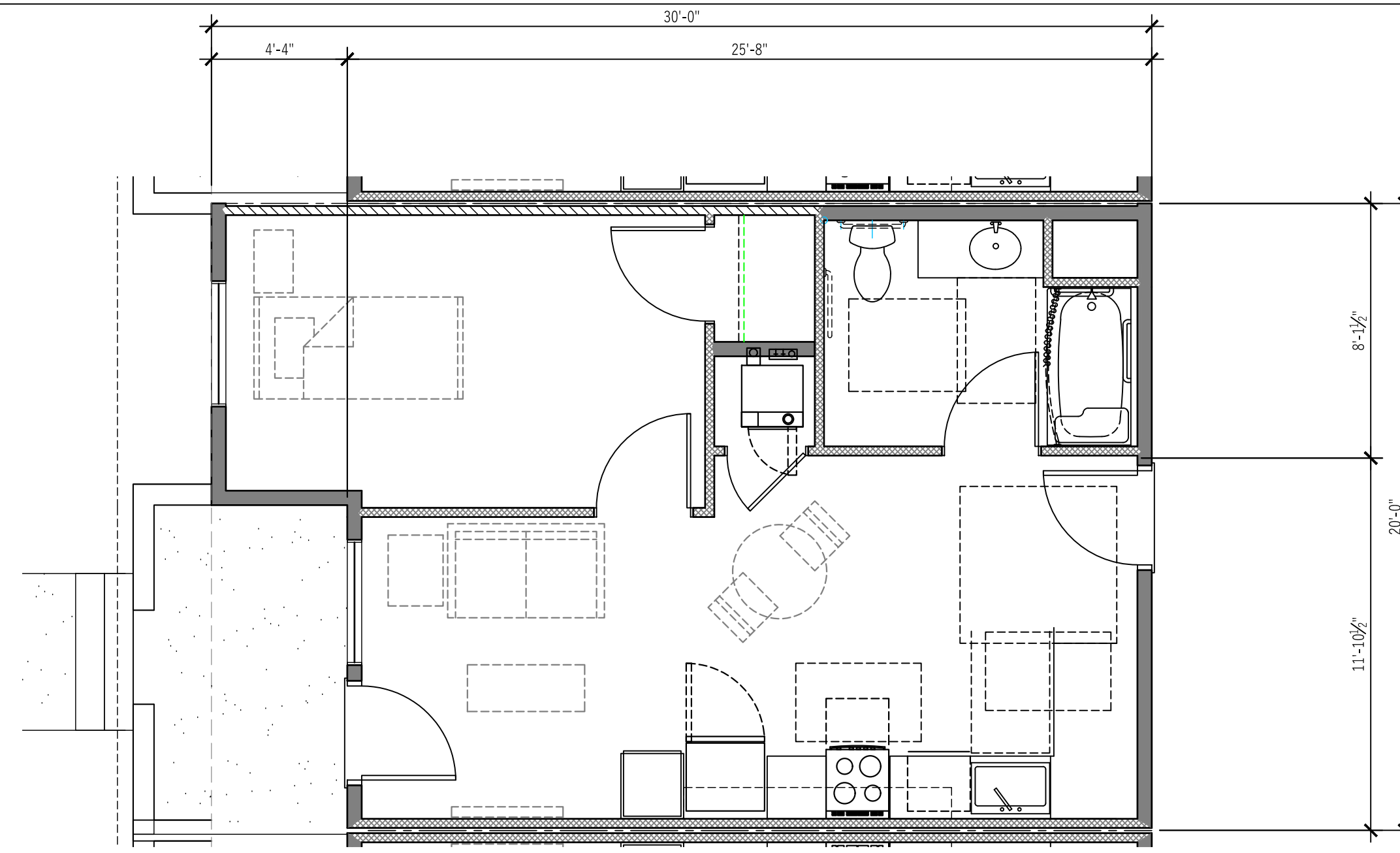
CLIENT: ALDERSGATE HOMES  
220101  
JAN. 23, 2024





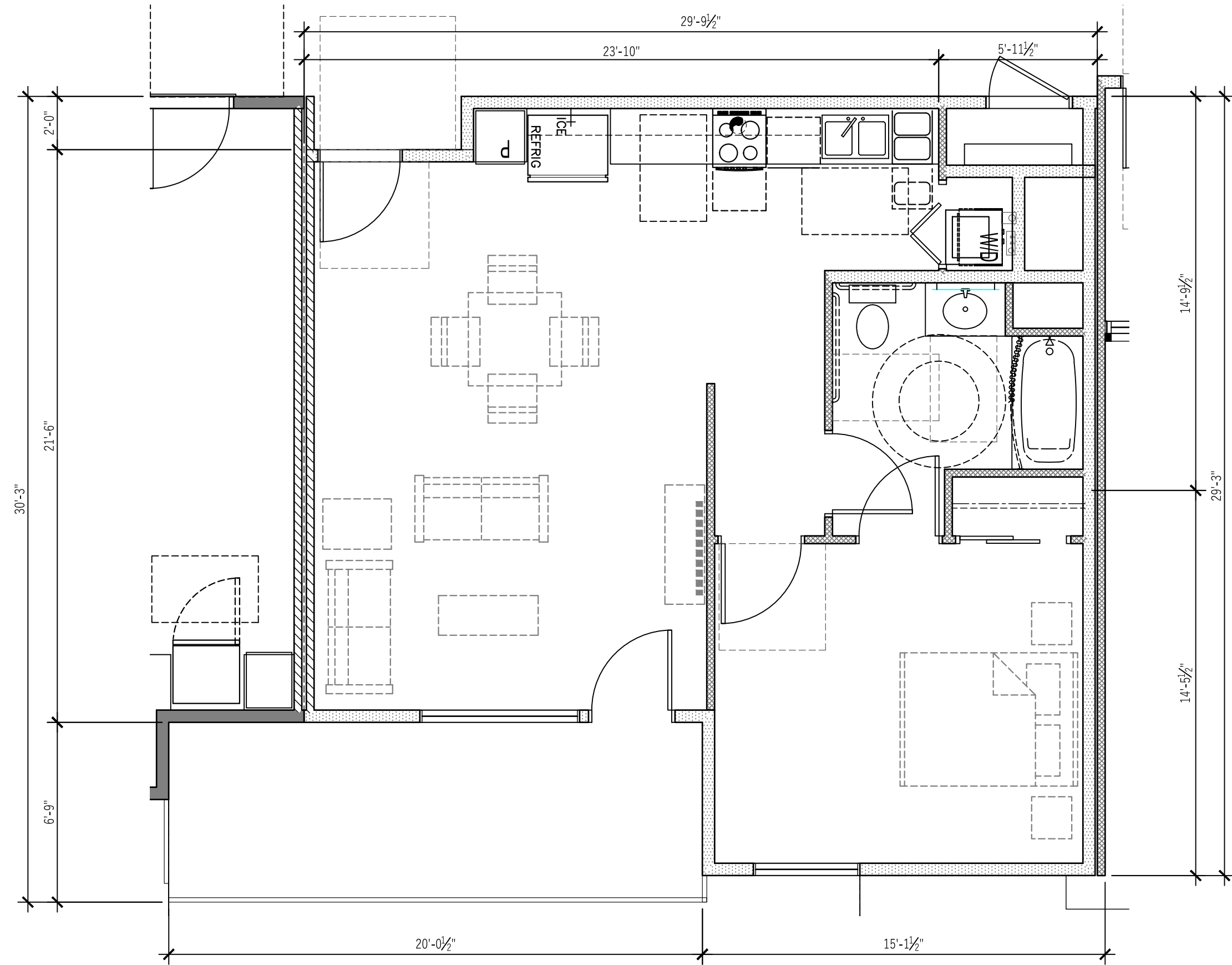
UNIT PLAN 1 - 583.9 sf

3



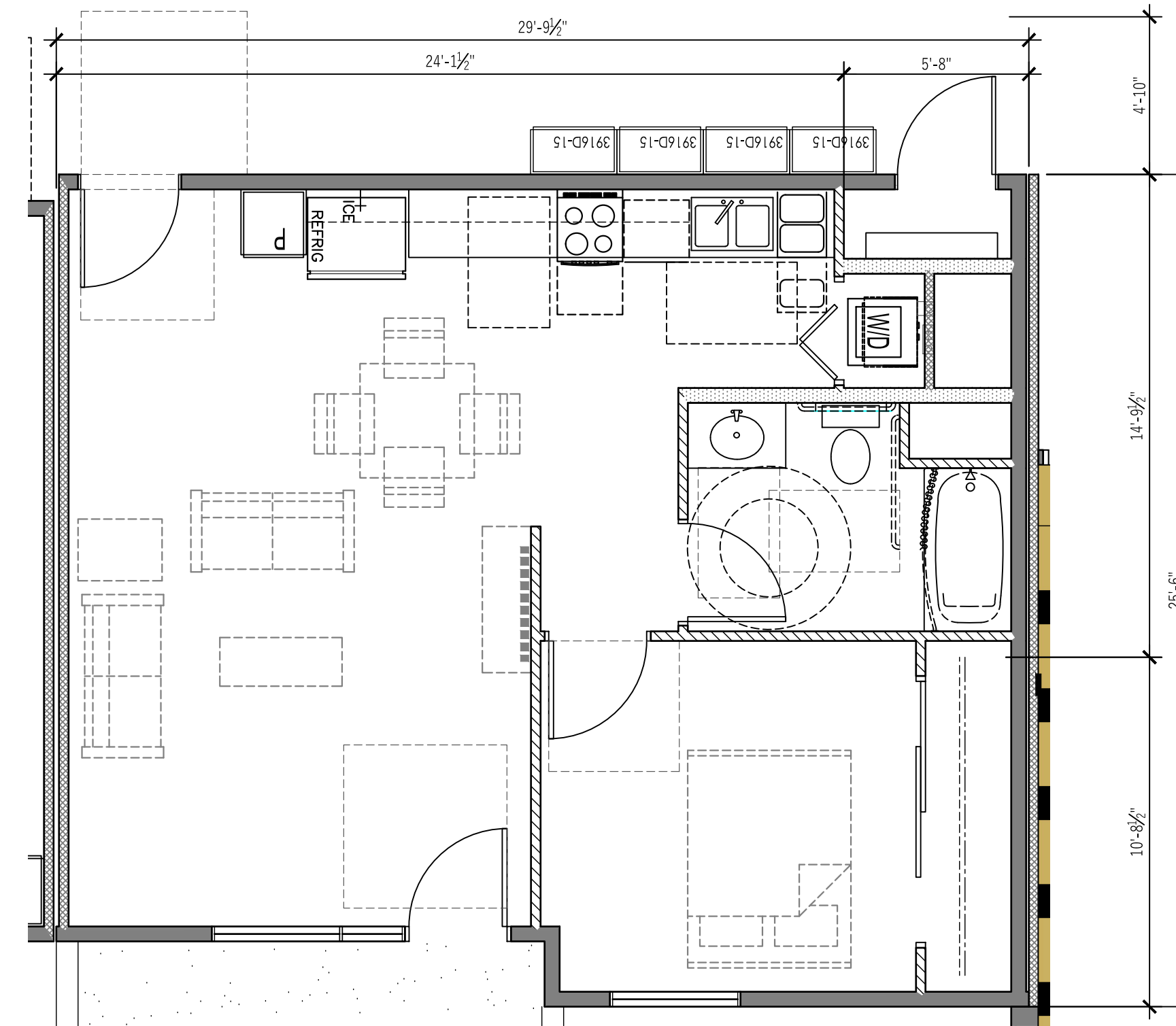
UNIT PLAN 1.1 - 547.5 sf

1



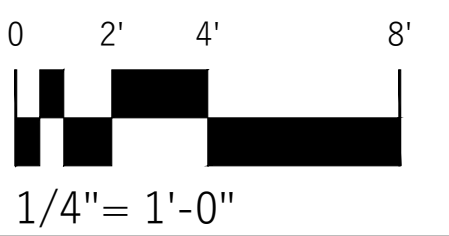
UNIT PLAN 3 - 713.4 sf

4



UNIT PLAN 3.1 - 744.6 sf

2



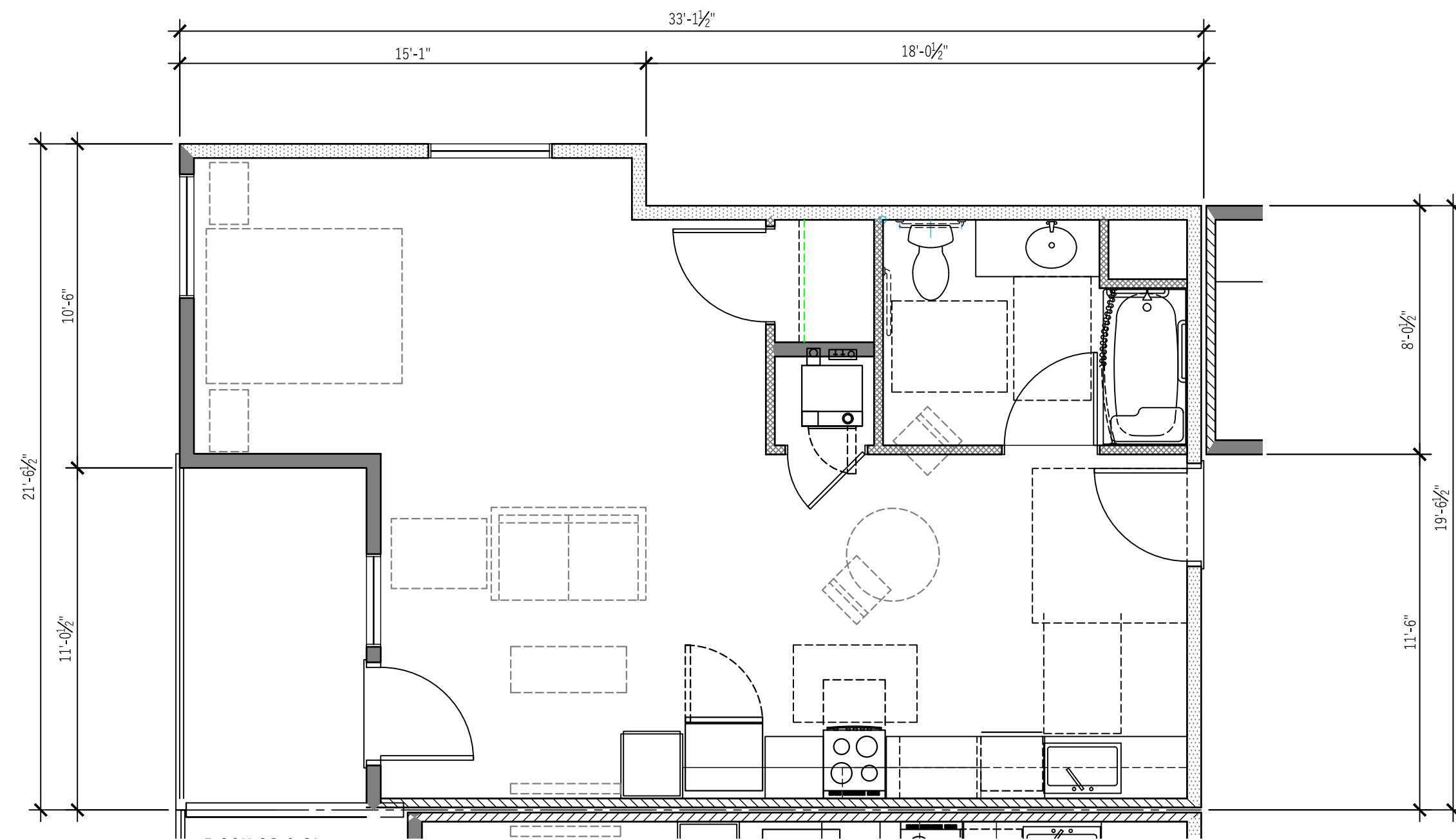
# 137 1ST STREET APARTMENTS

RESIDENTIAL DEVELOPMENT  
137 FIRST STREET OXNARD CA 93030

Sheet Title:  
**UNIT PLANS 1 & 3**  
Sheet No:

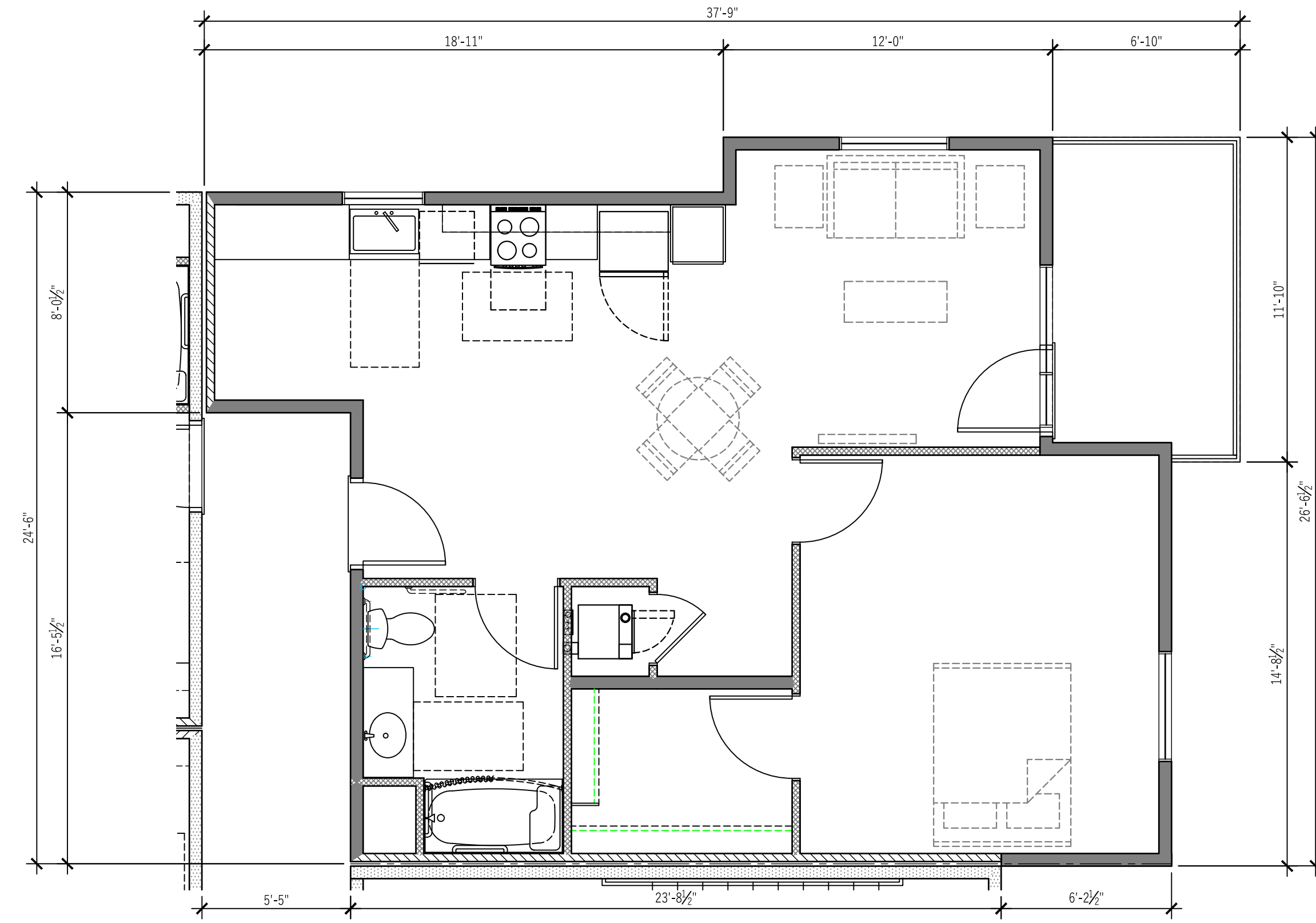
A6

CLIENT: ALDERSGATE HOMES  
220101  
JAN. 23, 2024



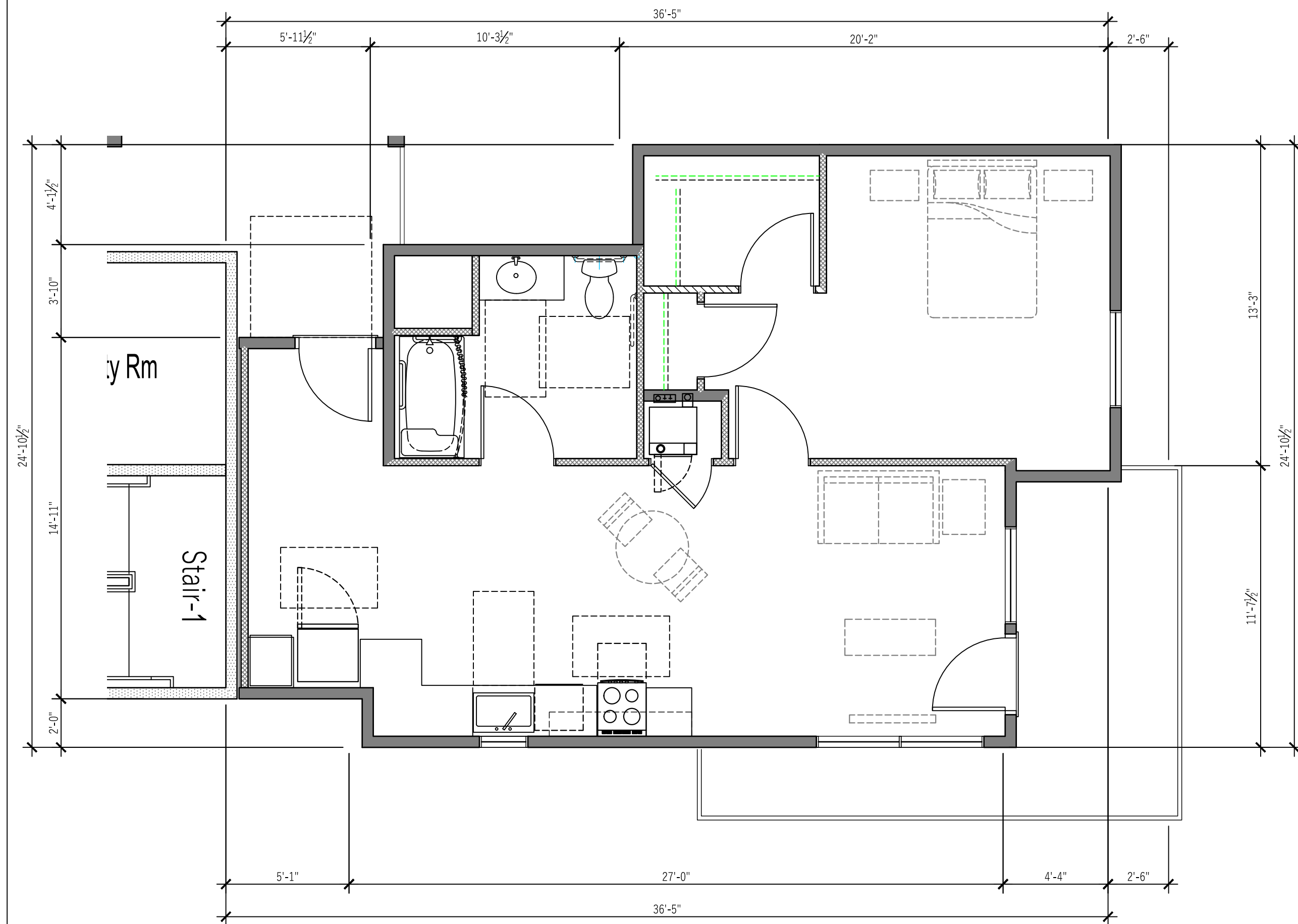
UNIT PLAN 5 - 609.6 sf

3



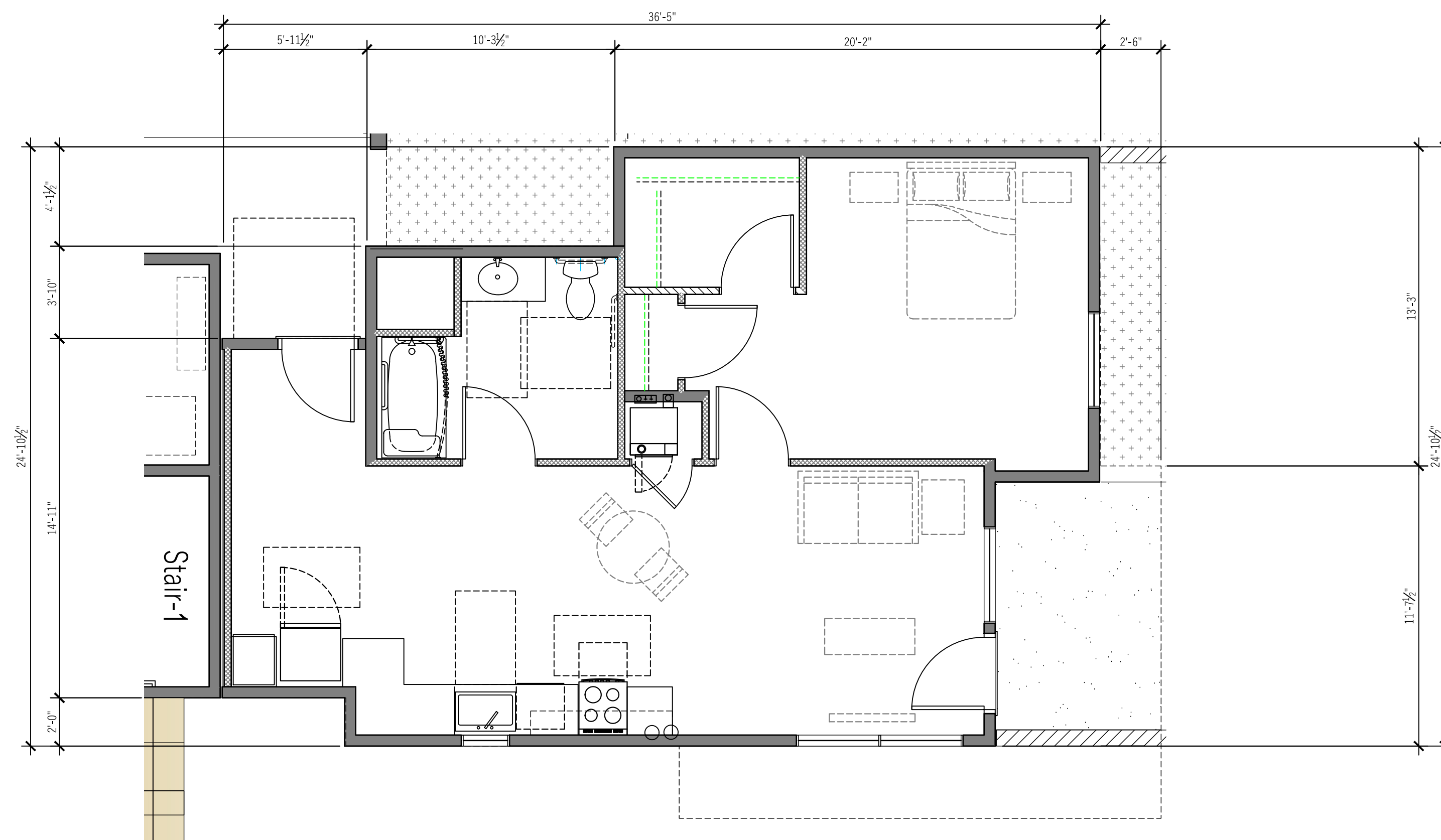
UNIT PLAN 2 - 759.7 sf

1



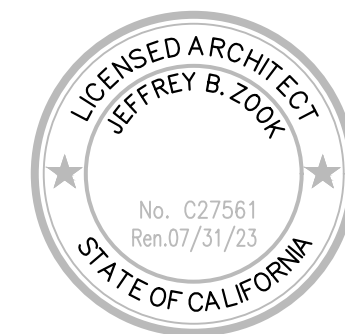
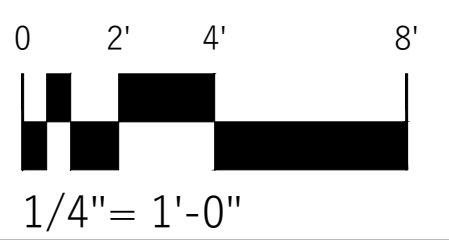
UNIT PLAN 7.2 - 758.4 sf

4



UNIT PLAN 7.1 - 758.4 sf

2



# 137 1ST STREET APARTMENTS

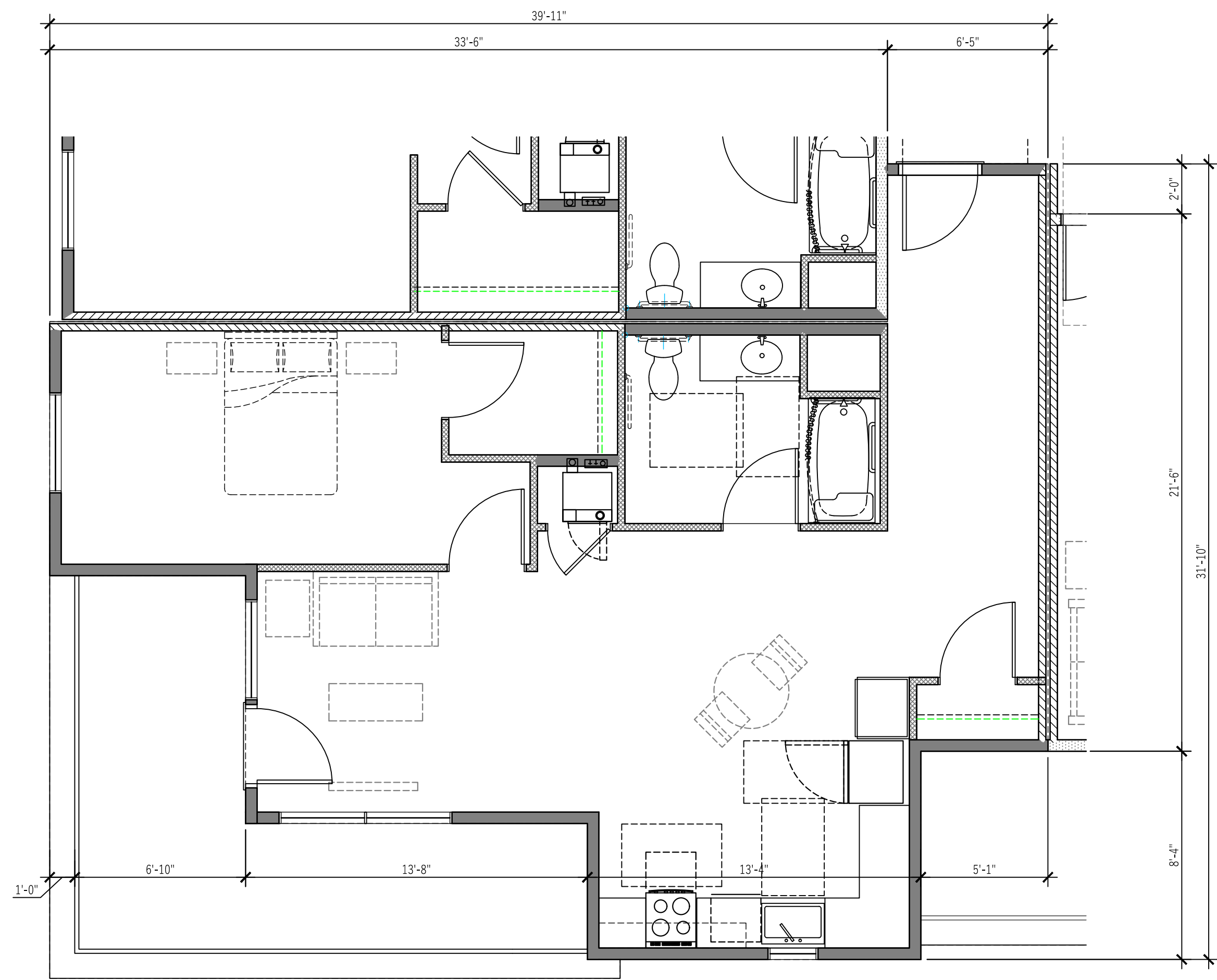
RESIDENTIAL DEVELOPMENT  
137 FIRST STREET OXNARD CA 93030

Sheet Title:  
UNIT 2, 4 & 5 PLANS

Sheet No:

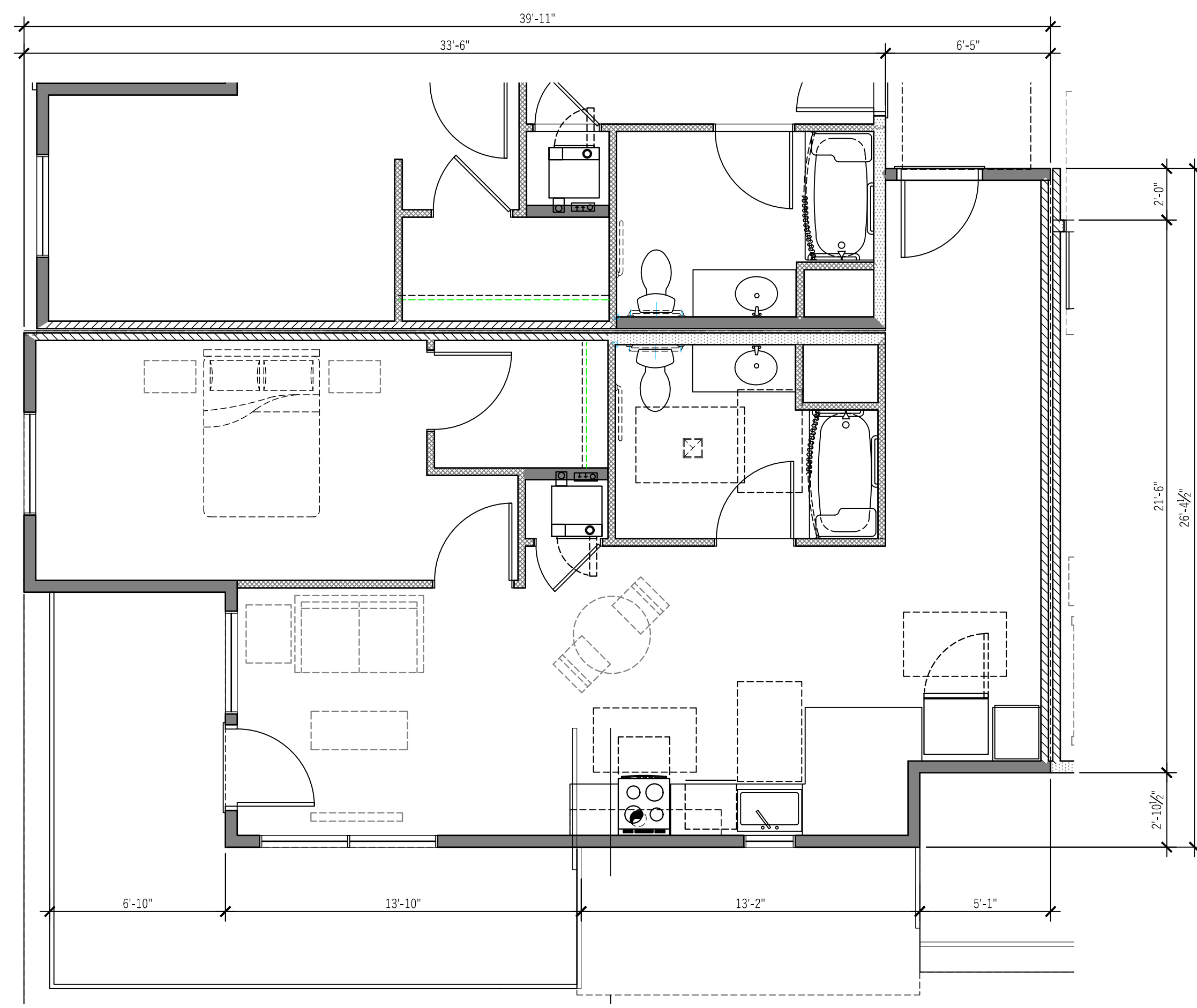
A7

CLIENT: ALDERSGATE HOMES  
220101  
JAN. 23, 2024



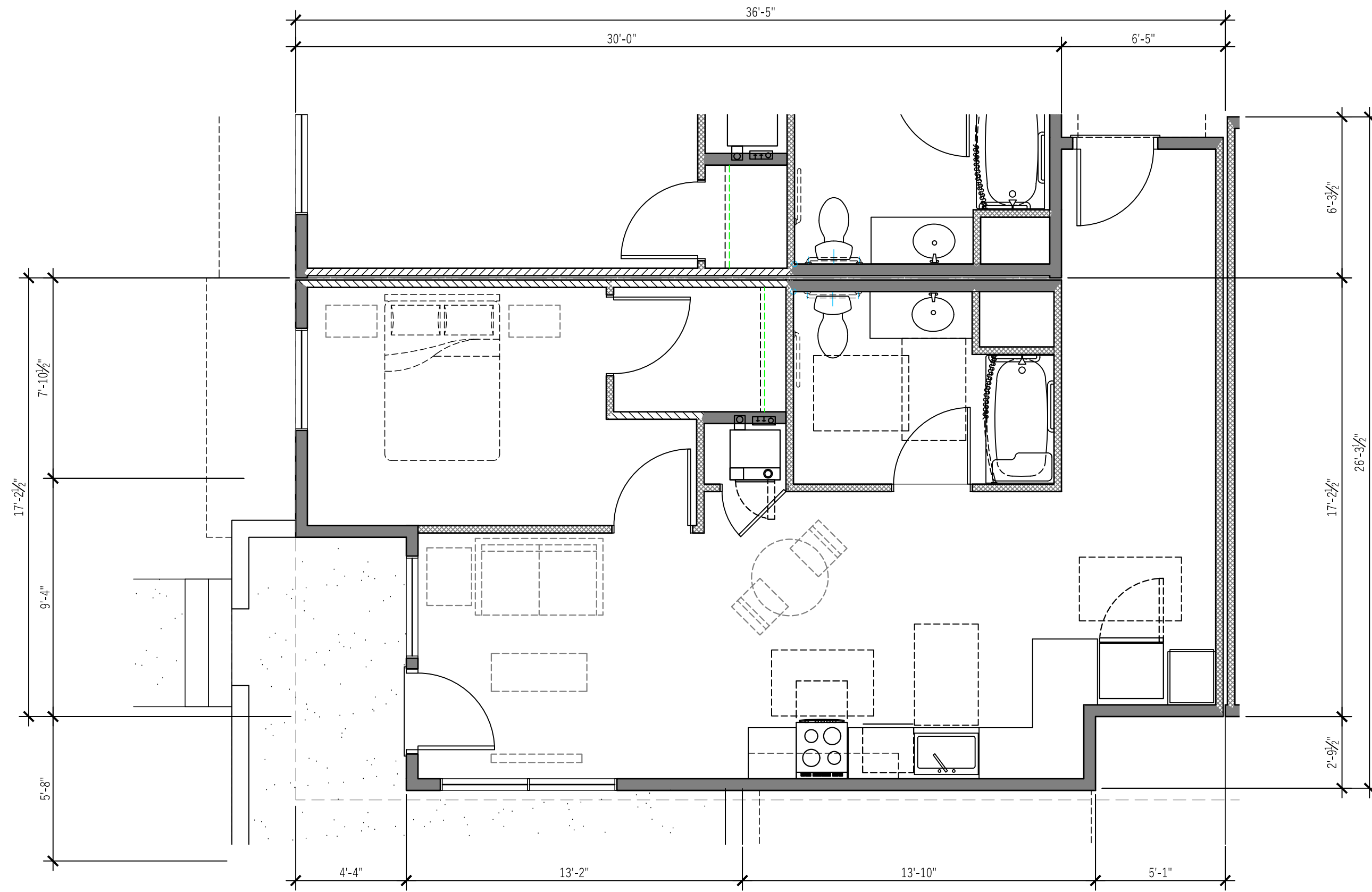
UNIT PLAN 6.3 (floor 3 thru 5) - 822.1 sf

3



UNIT PLAN 6.2E (floor 2) - 750.2 sf

1

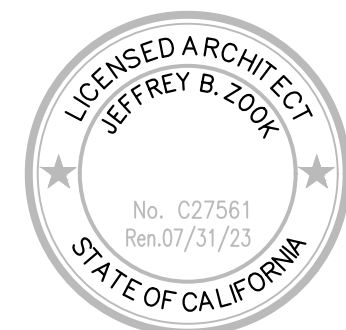
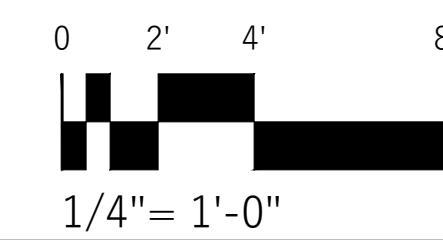


UNIT PLAN 6.1E (floor 1) - 705.5 sf

2

UNIT PLAN 4

4



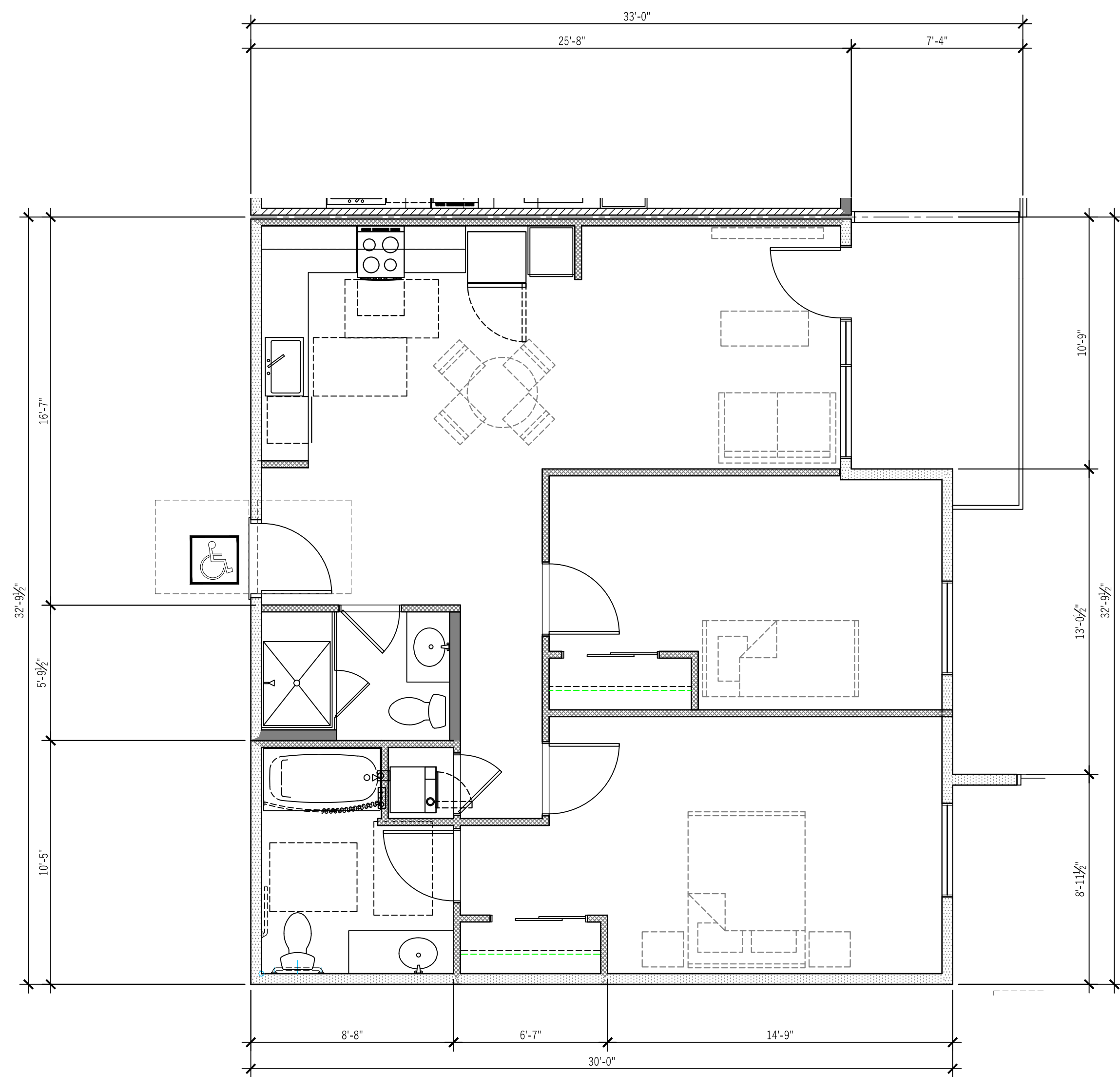
# 137 1ST STREET APARTMENTS

RESIDENTIAL DEVELOPMENT  
137 FIRST STREET OXNARD CA 93030

Sheet Title:  
**UNIT 6 PLANS**  
Sheet No:

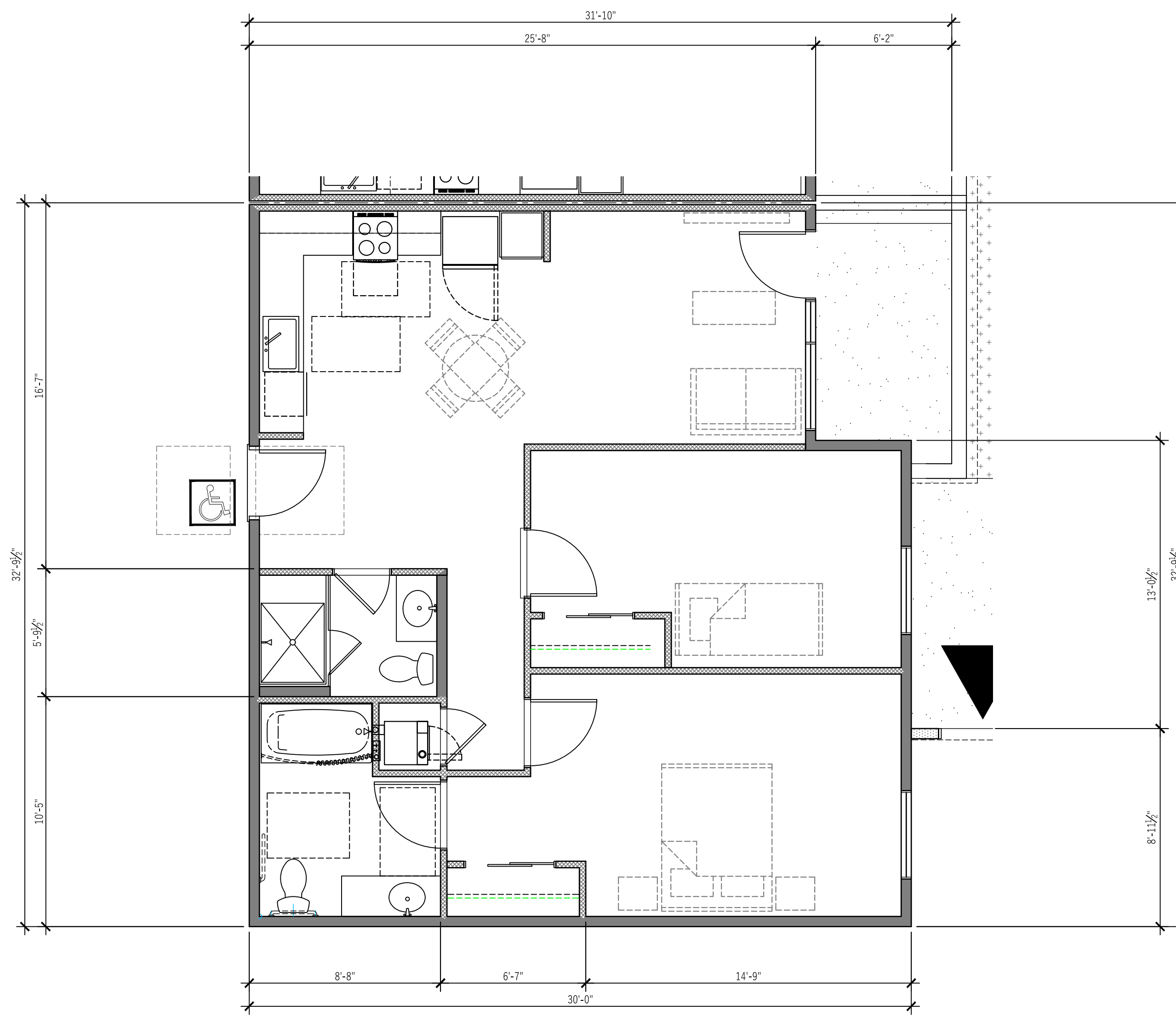
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CLIENT: ALDERSGATE HOMES  
220101  
JAN. 23, 2024



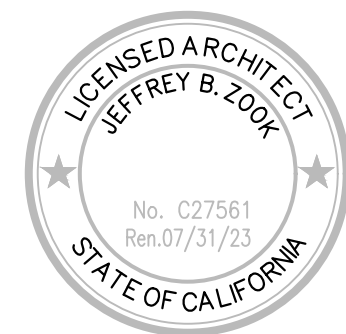
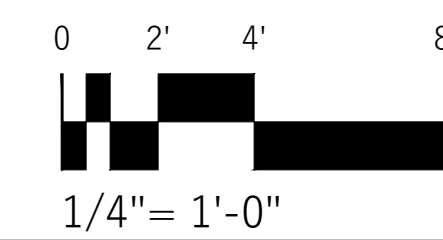
UNIT PLAN 8.2 - 964.8 sf

4



UNIT PLAN 8.1 ( floor 1) - 800.5 sf

2



# 137 1ST STREET APARTMENTS

RESIDENTIAL DEVELOPMENT  
137 FIRST STREET OXNARD CA 93030

Sheet Title:  
**UNIT 6 PLANS**  
Sheet No:

A9

CLIENT: ALDERSGATE HOMES  
220101  
JAN. 23, 2024





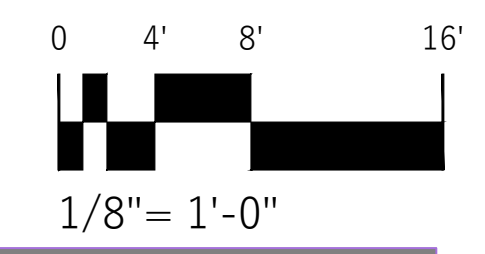
BUILDING PERSPECTIVES 1



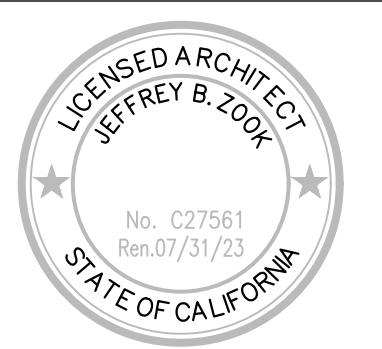
**BUILDING NOTES**

- 1 STUCCO EXTERIOR FINISH
- 2 STANDING METAL SEEM SIDING
- 3 STUCCO BANDING.
- 4 CEMENT FIBER VERTICAL RAIN SCREEN SIDING
- 5 42" HIGH GLASS RAILING WITH S.S. RAIL SUPPORTS
- 6 FIBER GLASS FRAME WINDOWS WITH CLEAR GLAZING
- 7 4X STEEL TRELLIS W/ STEEL 6X6 POSTS
- 8 MASONRY WALL W/ GRAFFITI PROTECTION 9' A.F.F.
- 9 12" RAISED ALUM STOREFRONT MULLION EXTENDED BANDING
- 10 SIGNAGE UNDER SEPARATE PERMITS AND APPROVALS
- 11 CEMENT FIBER HORIZONTAL SIDING
- 12 CEMENT FIBER PANEL ENTRY CANOPY
- 13 ALUM STOREFRONT SYSTEM
- 14 NOT USED
- 15 24" GLASS RAILING O/ 18" HIGH STUCCO ENTRY PRIVACY WALL
- 16 42" HIGH STN STL HANDRAIL.
- 17 FIRE DEPT. ACCESS AT AGGRESS WINDOW / DECK WITH A FIRE LADDER AT 70° ANGLE.

GENERAL NOTES  
 A. STUCCO CONTROL JOINTS TO BE PLACE ACCORDINGLY.



EXTERIOR SOUTH ELEVATIONS - FIRST STREET 2



**137 1ST STREET APARTMENTS**  
 RESIDENTIAL DEVELOPMENT  
 137 FIRST STREET OXNARD CA 93030

Sheet Title:  
**SOUTH ELEVATION**  
 Sheet No:

**A11**

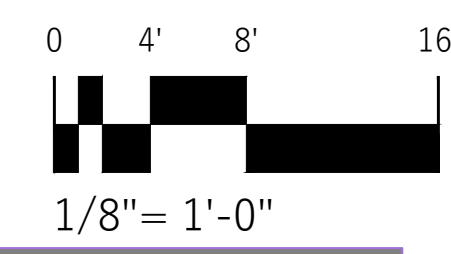
CLIENT: ALDERSGATE HOMES  
 220101  
 JAN. 23, 2024







C:\Users\mike\OneDrive\CA\Projects\2022\Projects\2022\Projects\137 W 1st St\4-CAD\Planning\PLNNG-137 W 1st St\4-CAD\PDF (General Documentation).pc3



BUILDING SECTIONS | 1



137 1ST STREET APARTMENTS  
RESIDENTIAL DEVELOPMENT  
137 FIRST STREET OXNARD CA 93030

Sheet Title:  
BUILDING SECTIONS  
Sheet No:

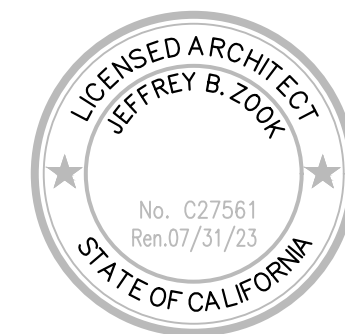
A15

CLIENT: ALDERSGATE HOMES  
220101  
JAN. 23, 2024

<b>SW 6991</b> <b>Black Magic</b> Interior / Exterior Location Number: 251-C3	<b>SW 7006</b> <b>Extra White</b> Interior / Exterior Location Number: 257-C1	<b>SW 6243</b> <b>Distance</b> Interior / Exterior Location Number: 224-C6	<b>SW 9684</b> <b>Azure Tide</b> Interior / Exterior	<b>SW 2739</b> <b>Charcoal Blue</b> Interior / Exterior Location Number: 253-C4
--	--	---	--	--



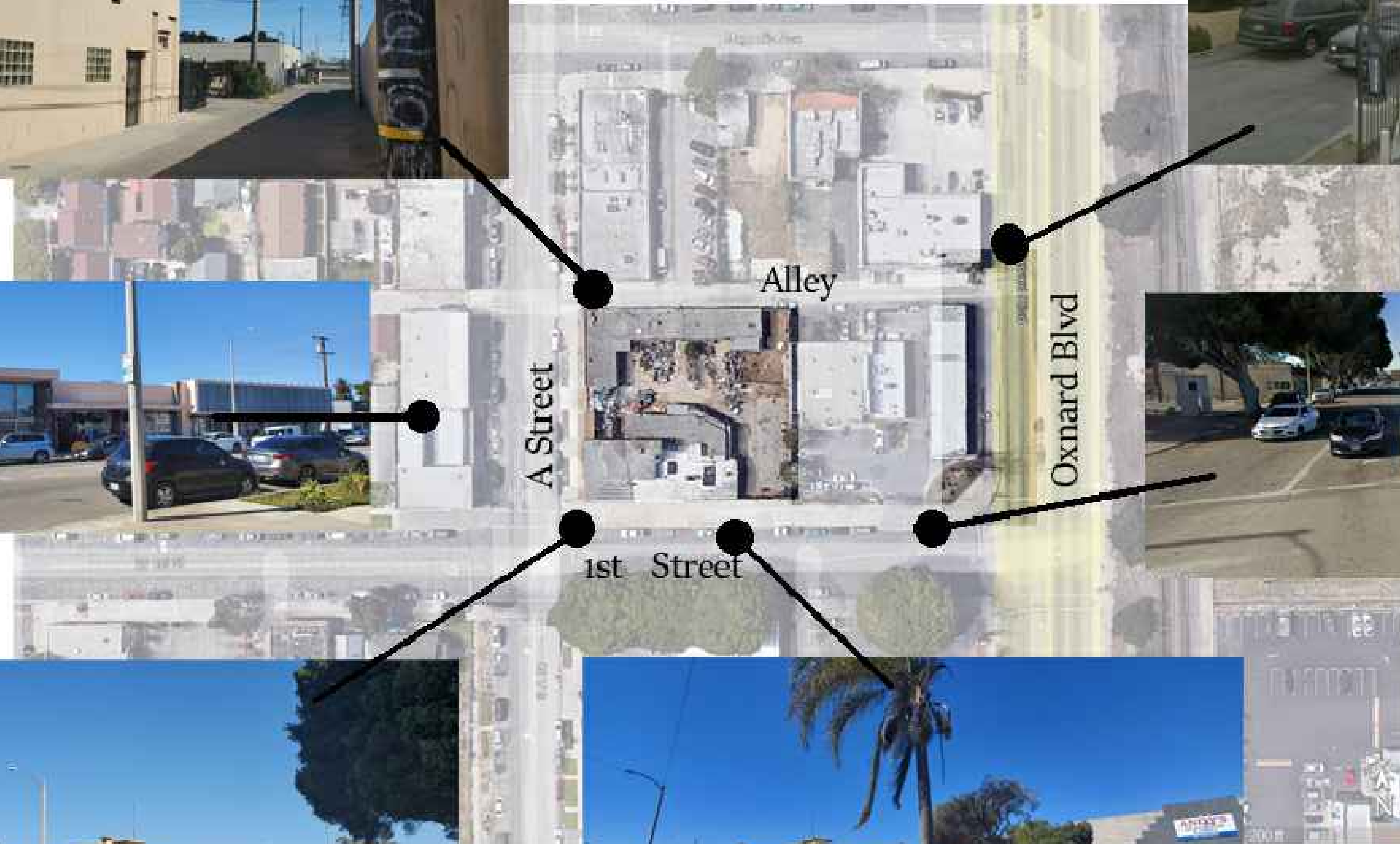
- A** FIBER CEMENT PANELS CANOPY / ALUM. STOREFRONT / WINDOWS
- B** FIBER CEMENT HORIZONTAL BANDING
- C** FIBER CEMENT HORIZONTAL SIDING
- D** VERTICAL METAL STANDING SEAM SIDING
- E** EXTERIOR STUCCO PLASTER
- F** CONCRETE BLOCK RIBBED SPLIT FACE VERTICAL
- G** RAIN SCREEN SYSTEM VERTICAL VINTAGEWOOD SPRUCE
- H** BUILDING LIGHTING UP & DOWN
- J** BUILDING LIGHTING AT UNIT DOORS
- k** GLASS RAILING



**137 1ST STREET APARTMENTS**  
 RESIDENTIAL DEVELOPMENT  
 137 FIRST STREET OXNARD CA 93030

Sheet Title:  
**COLOR / MATERIALS**  
 Sheet No:

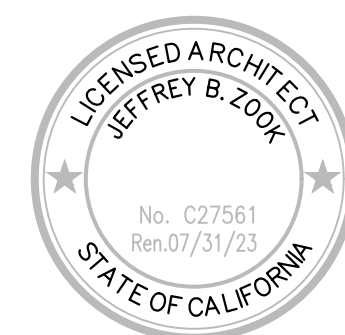
**A16**  
 CLIENT: ALDERSGATE HOMES  
 220101  
 JAN. 23, 2024



137 First Street  
137 Apartment Building



EXTERIOR SOUTH ELEVATIONS - FIRST STREET | 2



# 137 1ST STREET APARTMENTS

RESIDENTIAL DEVELOPMENT  
137 FIRST STREET OXNARD CA 93030

Sheet Title:  
**SITE PHOT BOARD**  
Sheet No:

A17

CLIENT: ALDERSGATE HOMES  
220101  
JAN. 23, 2024

**ATTACHMENT  
C**

**2030 GENERAL PLAN EIR ADDENDUM No. 5**



Comprehensive Downtown Code Update  
and Land Use Guidelines

General Plan Amendment  
PZ No. 18-620-01

Oxnard City Code Amendment  
PZ No. 18-580-01

Zone Change  
PZ No. 18-570-02

**2030 General Plan  
Program Environmental Impact Report  
Addendum No. 5**

SCH No. 2007041024

*Prepared by:*

**City of Oxnard  
Community Development Department  
Planning Division  
214 South C Street  
Oxnard, California 93030**

June 1, 2019

**I. PURPOSE, SCOPE, AND LEAD AGENCY DESIGNATION**

This Addendum No. 5 to the City of Oxnard 2030 General Plan Program Environmental Impact Report (Program EIR) (State Clearinghouse No. 2007041024) was prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164 for the adoption of the Downtown Code and Land Use Guidelines. Entitlement permits being requested to implement this project include a General Plan Amendment (GPA), Oxnard City Code (OCC) Amendment, and Zone Change (Planning and Zoning Permit Nos. 18-620-01, 18-580-01, and 18-570-02, respectively).

In summary, the proposed Downtown Code and Land Use Guidelines (herein referred to as “Downtown Code”) will replace in its entirety OCC Chapter 16 (Zoning), Division 11 (Central Business District [CBD]) by establishing new zoning designations, uses, development standards, and architectural guidelines for the area currently General Plan-designated and zoned CBD. The new downtown area is proposed to be expanded in area by about 39% to the north and west of the current CBD-designated downtown (herein referred to as “Project Area”). The 2030 General Plan maps as well as the zoning maps will be amended to be consistent with the geographic area of the Project Area.

The Downtown Code identifies the following principles:

- Generate appropriately-scaled buildings for the intended physical character;
- Protect the character of established neighborhoods, especially the Henry T. Oxnard Historic District;
- Provide neighborhood main streets for vibrant social and commercial focal points within walking distance of many homes and transit;
- Provide diverse and high quality housing choices;
- Provide walkable neighborhood patterns through a network of well-designed streets that are safe for motorists, pedestrians and bicycles; and
- Provide and manage parking facilities that serve an area rather than lot by lot to create a park-once pedestrian district.

The City of Oxnard (City) is designated as the Lead Agency for purposes of environmental review under CEQA. The purpose of this Addendum No. 5 is to demonstrate that the environmental analyses and findings contained in the previously-certified 2030 General Plan Program Environmental Impact Report (Program EIR) adequately addressed the potential physical impacts associated with implementation of the Project and that none of the conditions described in CEQA Guidelines Sections 15162 and 15164 which call for the preparation of a subsequent or supplemental EIR are present. If none of the Sections 15162 and 15164 conditions are triggered, then Section 15183 applies and no additional environmental review is required. The Program EIR is a type of EIR (CEQA Guidelines Section 15168) for large-scale, long-term projects where detailed development characteristics, timing, and locations are not known. Instead, the Program EIR cites one or more General Plan policies that direct the City to avoid and/minimize significant environmental impacts, usually through application of uniformly applied development review and standards and/or subsequent site-specific CEQA review, if warranted. An Addendum does not need to repeat the Program EIR’s list of policies for each CEQA topic. The reader is referred to the Program EIR, incorporated by reference, for the specific policies associated with each CEQA topic.

An EIR addendum does not have to be separately circulated to the public prior to consideration by the Planning Commission or the City Council pursuant to CEQA Guidelines Section 15164(c).

## II. CEQA TESTS FOR ADDITIONAL ENVIRONMENTAL REVIEW

Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 (Subsequent EIRs and Negative Declarations, respectively) set forth the criteria for determining whether a subsequent or supplemental EIR or negative declaration should be prepared in support of further Lead Agency action on a previously approved project. Under these guidelines, a subsequent or supplemental EIR or negative declaration shall be prepared if any of the following criteria are met:

- (a) *When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*
  - (1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
  - (2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
  - (3) *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*
    - (A) *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
    - (B) *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
    - (C) *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
    - (D) *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*
- (b) *If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall*

*determine whether to prepare a subsequent negative declaration, and addendum, or no further documentation.*

In determining whether an Addendum to a previously certified Program EIR is the appropriate document, CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) states:

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*

**III. OXNARD 2030 GENERAL PLAN CERTIFIED PROGRAM EIR**

The 2030 General Plan was developed between 2005 and 2011. The 2030 General Plan's Land Use and Circulation Diagram designated the proposed general location, distribution, and extent of land uses through the theoretical buildout of the City by the year 2030. Development would occur within the city limits and/or City Urban Restriction Boundaries (CURB) with a focus on infill development. At the beginning of the General Plan process in 2006, there were 50,017 housing units in the City and a population of 190,000. The 2030 General Plan estimated that an additional 12,250 to 23,881 housing units could be added by 2030 (Alternatives Report, 2006, Table 27). As of January 1, 2018 the City had 55,135 housing units and an estimated population of 206,499 (CA Dept. of Finance, Report E-5), indicating an annual average increase of about 425 housing units and approximately 1,400 population between 2006 and 2018, a 12-year period. If these rates were to continue for an additional 12 years, the City's 2030 housing unit count would be about 60,200, an increase between 2006 and 2030 of about 10,000 units, and the population would be about 223,000, an increase of about 33,000. The increases represent about 20% growth in housing and 17.3% in population between 2006 and 2030, lower than the lowest projection in the 2030 General Plan. Clearly, actual growth and development is occurring much slower than projected and most environmental impacts are generally lower than projected.

The 2030 General Plan Program EIR evaluated the potential environmental effects of implementing the 2030 General Plan for the following impact areas: land use; circulation, traffic, and transportation; utilities; public facilities and services; parks and recreation; biological resources; aesthetic resources; cultural resources; agriculture and soil resources; mineral resources; air quality and climate change; energy and resource conservation; geologic, seismic, and soil hazards; natural hazards; noise; and hazardous materials and uses (Oxnard 2009a,

2009b). Applying the 2030 General Plan goals and policies mitigated environmental effects to less than then-adopted significant thresholds, with five exceptions:

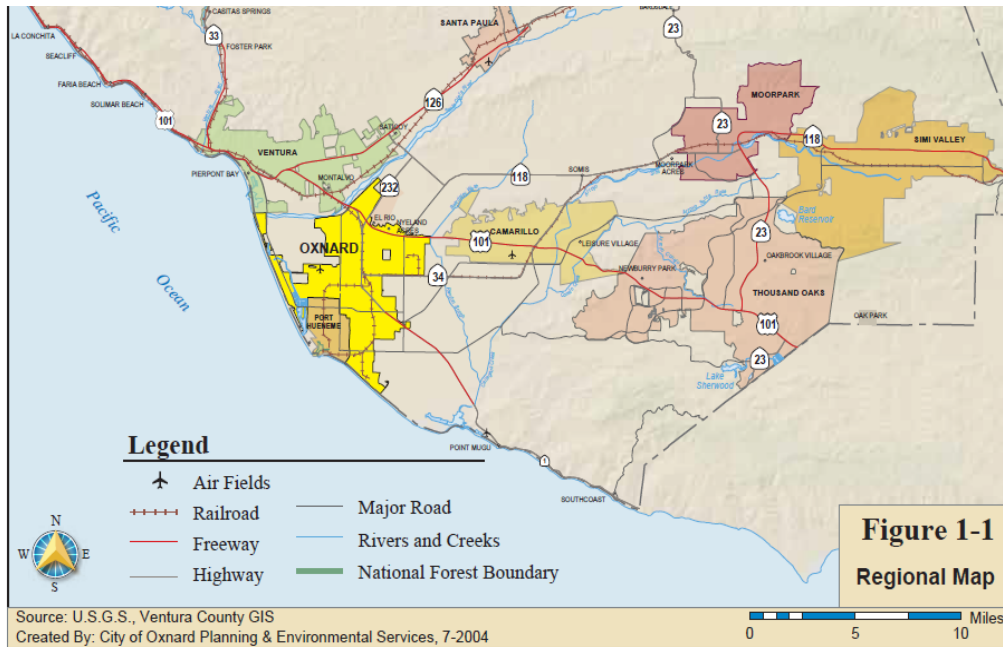
1. Conversion of farmland to agricultural uses;
2. Cumulative increase of criteria air pollutants in a nonattainment air basin;
3. Conflict with state goals for reducing greenhouse gas emissions;
4. Exposure to traffic noise and railroad noise and excessive vibration; and
5. Operation of five intersections at below Level of Service (LOS) C:
  - a. C Street and Wooley Road,
  - b. Oxnard Boulevard and Vineyard Avenue,
  - c. Oxnard Boulevard and Gonzales Road,
  - d. Gonzales Road and Rose Avenue, and
  - e. Five Points (Oxnard Boulevard/Saviers Road/Wooley Road).

The City Council certified the 2030 General Plan Program EIR on February 2, 2010 (Resolution No. 13,770). In 2011, the City adopted Addendum No. 1 to the Program EIR, which addressed land use designation changes and policy revisions that occurred after the 2030 General Plan Program EIR was initially certified after which changes were made within the 2030 General Plan before its final adoption in October, 2011 (Resolution No. 14,118). The land use changes reduced the net amount of development in the City's planning area relative to that originally analyzed in the Program EIR. Addendum No. 2 was adopted in 2016 (Resolution No. 14,925) for adoption of a 2030 General Plan Amendment related to the City's Local Coastal Program concerning sea level rise and electricity-generating facilities larger than 50 MW capacity in the coastal zone. Addendum No. 3 was adopted in December 2016 (Resolution No. 14,982) for the 2013-2021 Housing Element, All-Affordable Housing Opportunity Program (AAHOP) site designations, and related zone text amendments. Addendum No. 4 was adopted in October, 2017 (Resolution No. 15,060) for the 2013-2021 Mid-Cycle Housing Element and related zone text amendments.

#### IV. **DOWNTOWN OXNARD: BACKGROUND**

The City of Oxnard is located about 60 miles northwest of Los Angeles along a nine-mile stretch of the Pacific Ocean coastline. The largest city within Ventura County, Oxnard is the center of a regional agricultural industry and a progressive business center while, at the same time, a relaxed seaside destination with a variety of neighborhoods and community services. Bordered by mountains and the Pacific Ocean, West Ventura County provides a seaside environment with expansive mountain views. Oxnard incorporates many attributes through its pattern of relatively compact urban development focused on the downtown, coastline and harbor, and the Highway 101 corridor. The moderate Mediterranean climate, fertile topsoil, and relatively available groundwater supply lead to year-round agricultural production in the surrounding Oxnard Plain (see Figure 1).

Figure 1: City of Oxnard Regional Location



In 1897, ranchers Albert Maulhardt and Johannes Borchard determined sugar beets would be a profitable crop and invited Henry Oxnard to construct a local factory to process the harvests. Encouraged by a pledge of 18,000 acres of sugar beets from local farmers, Oxnard and his three brothers built a factory in the fertile Oxnard Plain. With the development of the factory, the Southern Pacific Railroad constructed a spur to the factory site to transport the processed beets. A town quickly developed in close proximity to the Oxnard sugar beet factory to provide services for the factory and its workers. The Oxnard Improvement Company was created in 1898 to design the town site, focused around a town square called “the Plaza” (presently Plaza Park). Businesses and residences were constructed around the town square, with schools and churches following. Incorporated in 1903, the City of Oxnard took its name from the Oxnard brothers who founded the local sugar beet factory.

Oxnard remained a relatively modest farming town largely contained in and around what is now the CBD with the Henry T. Oxnard Historic District to the west, agricultural processing and UPRR railroad station to the east, and the “Colonia” working class neighborhood to the north. Like other California cities founded in that period, the 1920’s saw expansion followed by little growth during the 1930’s and 1940’s. During WWII, the Army Air Force established a training airfield at what is now the Oxnard Airport with an approach flight path that passes over the north end of the CBD. Naval Base Ventura County was created to the south of Oxnard and remains a major U.S. Navy installation and the area’s largest employer.

After WWII, the City expanded south to border the City of Port Hueneme, west to the Pacific Ocean, then north and northeast to incorporate and develop regional commercial and industrial areas along the expanded Rte. 101 Ventura Freeway corridor. During the expansions, the original CBD struggled and the City’s Redevelopment Agency played a major role in revitalizing the CBD with development of the Oxnard Transit Center, Plaza Stadium 14 Cineplex and City parking garage, several new City facilities, Heritage Square and Plaza Park, Henry T. Oxnard National Register Historic District, streetscape enhancements, and several new housing

developments. In 2011, the California State Budget Act dissolved redevelopment agencies which, combined with the Great Recession of 2007 to 2009, reduced development activity in the CBD. The 2030 General Plan vision is to have a vibrant mixed use CBD that helps achieve a range of quality of life and environmental goals. To that end, in 2017 the City initiated a program to comprehensively replace the traditional CBD land use and zoning regulations with a form-based Downtown Code.

**V. PROPOSED DOWNTOWN CODE (PROJECT)**

*Discretionary Actions*

The proposed project consists of the following six discretionary actions by the City Council:

1. Repeal Oxnard City Code (OCC) Sections 16-145 to 16-155, inclusive, and replace with:
  - a. Three land use zone designations (Downtown Core, Downtown General, Downtown Edge), an Open Sub-Zone, and a Shopfront Overlay zone; and
  - b. Development Standards for each zone, respectively.
2. Amend OCC Section 16-10, Definitions.
3. Rezone approximately 125 acres that is the currently-zoned CBD and rezone an additional approximately 49 adjacent acres generally to the north and west of the CBD generally with the Downtown Edge designation in No. 1(a), above.
4. Amend the 2030 General Plan, Goals and Policies: Land Use Map (Figure 3-1) consistent with the rezoning in No. 3, above: General Plan/Zoning Consistency table (Table 3.2) consistent with new zoning designations listed in No. 1(a), above; revise Chapter 3, Section 3.5, “Land Use Designations and Standards” as appropriate; and change “Central Business District” and “CBD” to “Downtown - [General, Core, or Edge]” within all chapters, as appropriate.
5. Adopt Architectural Guidelines that would apply to the rezoned area in No. 3, above.
6. Amend the 2030 General Plan Land Use Map (Figure 3-1) and Policy CD-7(2) to revert the CBD land use designation for the Downtown East Transit Oriented District (DETOD) area (generally east of Meta Street, not currently zoned as CBD but with a conditional General Plan CBD designation, to its previous Central Industrial Area land use designation that is consistent with current non-CBD zoning.

There are no actions required by other local or State agencies. Oxnard Boulevard and Fifth Street, previously State Highways 1 and 34, respectively, were relinquished to the City in 2013.

*Actions 1 to 5: Proposed Downtown Code, Parts I and II*

Part I of the Downtown Code (dated May 16, 2019) is the proposed Zone Text Amendment (PZ No. 18-580-01) that replaces the CBD zone with three zoning designations and associated development standards. Part II is the proposed Architectural Guidelines with proposed terms and definitions included in Downtown Code Section 7. The General Plan Land Use Map and Goals

and Policies text amendments are incorporated by reference. Downtown Code Figure 2 (next page), depicts the Project's geographic extent and new zoning designations.

*Project Defined as Program-Level*

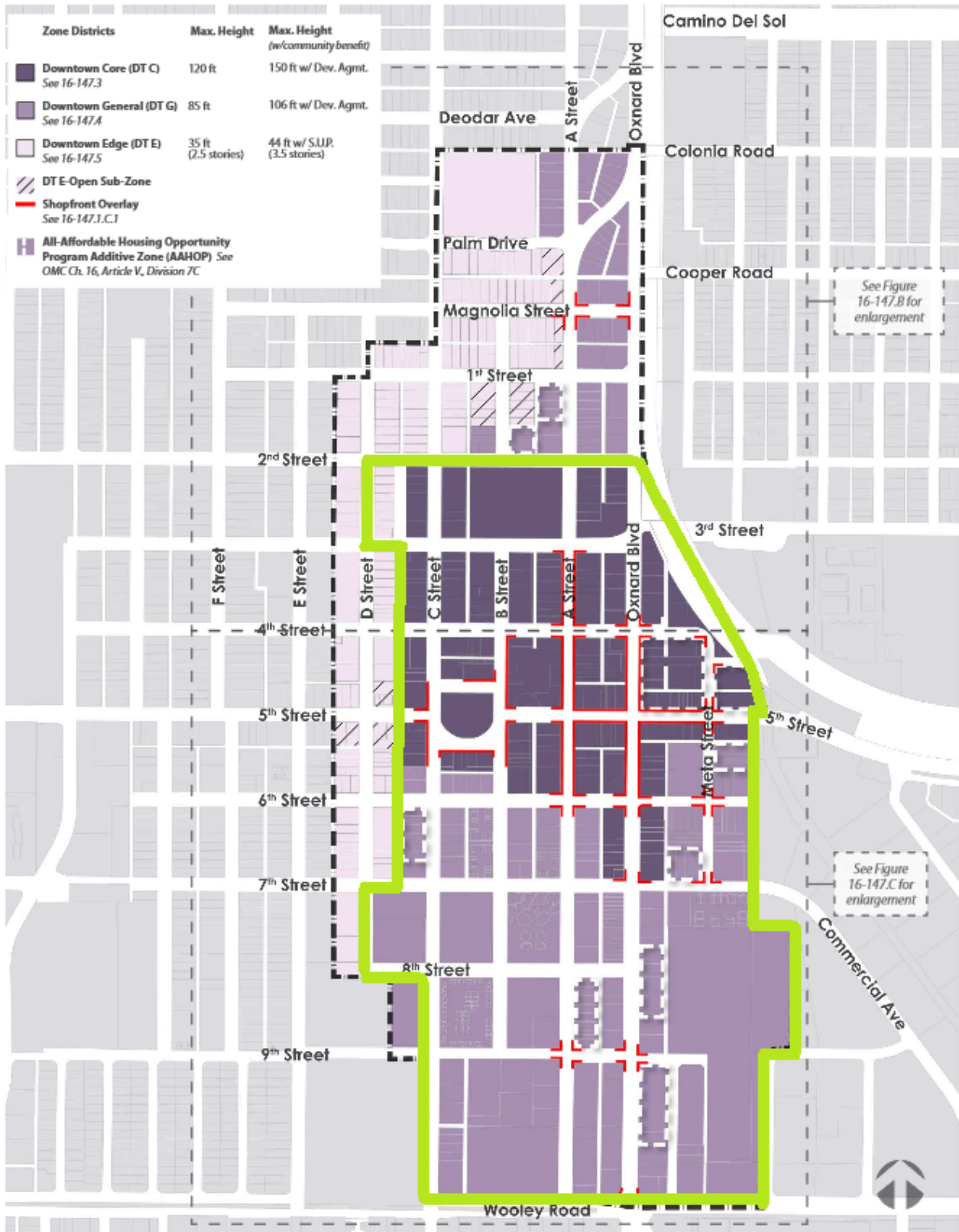
CEQA Guidelines Section 15168(a) directs a lead agency to prepare a Program EIR rather than a Project EIR when the agency is considering a series of geographically linked related actions or plans that govern under the same authorizing regulatory authority and having generally similar environmental effects (Guidelines §15168(a)). The Downtown Code Project meets the CEQA Guidelines criteria as a program-level project as the proposed Downtown Code would adopt land use and development regulations for a compact geographic area that meets the CEQA criteria for a program-level type of analysis such as was completed and certified for the 2030 General Plan with the 2030 General Plan Program EIR.

*Two Formats to Define the Project*

The Project is defined as the net difference in expected development during the period 2019 and 2030 between not adopting the Downtown Code (i.e., no action, current CBD zoning remains) and adoption of the Downtown Code. To fully consider potential environmental impacts, this addendum examines the Project in two formats: 1) plan level and 2) reasonably foreseeable development based on recent development activity, AAHOP-designated sites, development proposals, relative feasibility of development of vacant and/or under-utilized properties, and/or development on City-owned parcels.

As a reminder, development under the current General Plan and CBD zoning compared to the on-the-ground development in 2006 was already evaluated in the certified Program EIR.

Figure 2: Project Area



*1. Plan-to-Plan Level Comparison:*

The 2030 General Plan is the current plan for the Project area. The majority of the Project area is designated as the CBD. To the north and west of the CBD are areas with land use designations of Park, Commercial General, Residential Low Medium, Residential Medium, and Commercial Office. The number of parcels, approximate acreage, and theoretical maximum development based on the current 2030 General Plan land use designations are shown in Figure 3.

Figure 3: Current 2030 General Plan Land Use Designations Buildout

Land Use Designation	No. of Parcels	Acres	Maximum Non-Residential Development* (gross square feet)	Maximum Residential Development* (units)
CENTRAL BUSINESS DISTRICT	565	125	3,267,000	2,925
Wilson Park	1	5	0	0
Commercial General (CG)	71	13	79,300	140
Residential Low Medium (RLM)	122	23	0	276
Residential Medium (RM)	3	0.3	0	5
Commercial Office (CO)	18	4	104,500	0
Churches	4	4	67,000	0
SUBTOTAL NON-CBD	219	49	250,800	421
TOTAL PROJECT AREA	784	174	3,517,800	3,346
* Based on General Plan Floor Area Ratios: CBD = 1.5:1, CG = 0.35:1, CO = 0.6:1 Based on maximum units per acre: CBD = 39, CG = 18, RM = 18, RLM = 12 (no Density Bonus, not AAHOP). CG and CBD are assumed 40% commercial and 60% residential includes AAHOP sites.				

The proposed Downtown Code would re-designate the parcels listed in Figure 3 as shown in Figure 2. The proposed Downtown Code establishes the build out scenario listed in Figure 4.

Figure 4: Proposed Project (Downtown Code) Plan Buildout

Land Use Designation	No. of Parcels	Acres	Maximum Non-Residential Development* (gross square feet)	Maximum Residential Development* (units)
Downtown (all areas)	780	174	3,025,370	2,284

\* see Figure 7 footnotes.

With certain types of land use plans, buildout does occur and is an appropriate basis for analysis. For example, the majority of the City is designated for Residential Low (RL) development of single family housing, and these RL areas are fully developed to their 2030 General Plan buildout with the exception of a few infill sites. The Downtown outlined in Figure 2 is different as both the 2030 General Plan and Project allow a wide range of civic, commercial, and residential uses to develop in response to changing market demand. A comparison of Tables 3 and 4 demonstrates that the proposed Project has a less projected buildout as the current 2030 General Plan land use designations for the same area. The Project’s potential number of housing units is 32% less (2,284 compared to 3,346 units) and the potential commercial development is 14% less (3.025 million gsf compared to 3.517 million gsf) than the 2030 General Plan housing and commercial potential, respectively.

*2. Reasonably Foreseeable Development:*

Existing 2016 Conditions

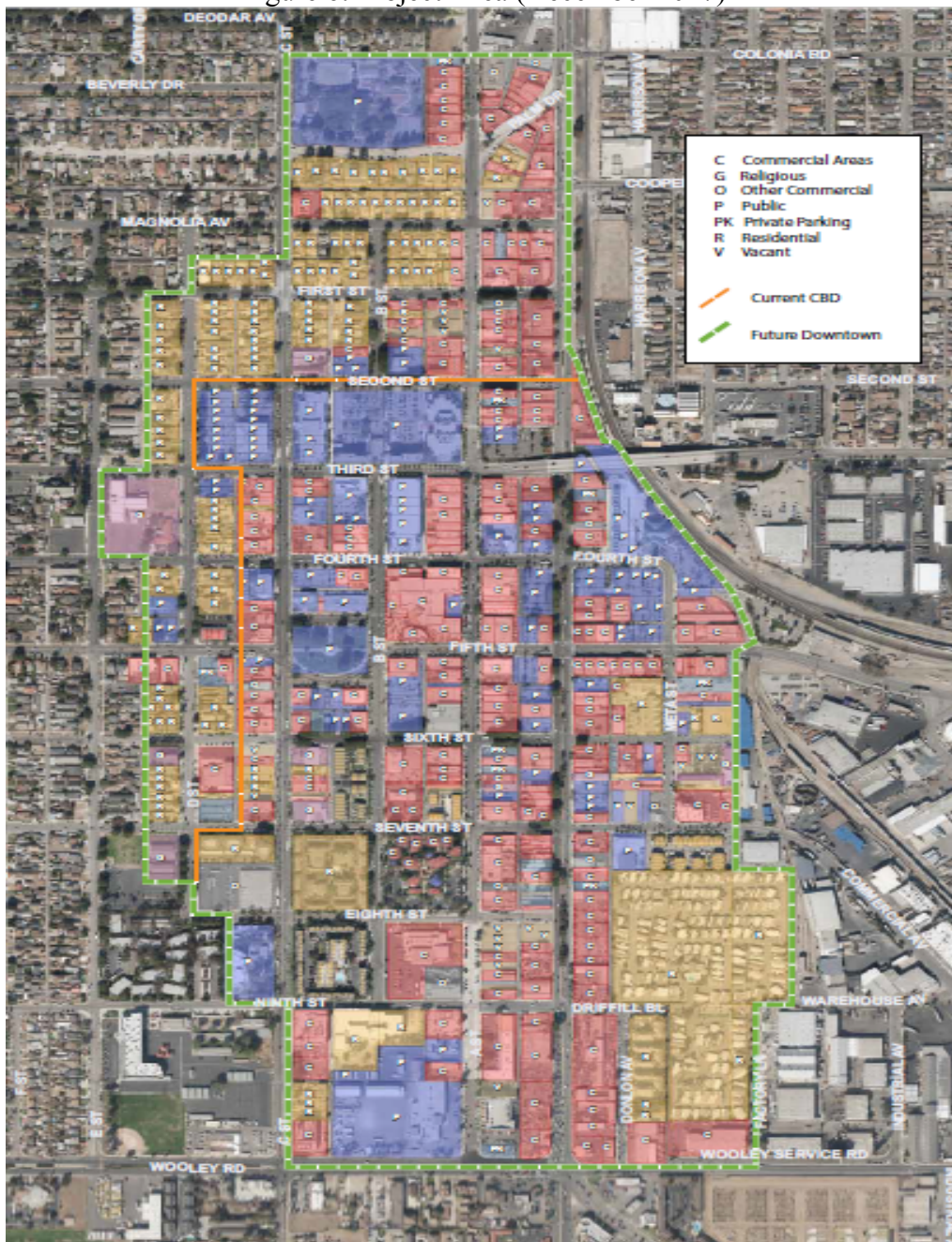
The CBD has developed with a range of public and private structures on a rectangular grid of blocks on a north-south/east-west orientation. Plaza Park is considered the center of the CBD while “A” Street is the principal commercial street. Oxnard Boulevard is a high volume arterial, formerly State Highway Rte. 1, and is somewhat of a barrier between most of the CBD and the Oxnard Transit Center, Meta Street area, and Royal Palms residential area on the east side of Oxnard Blvd.. The CBD is largely commercial between Oxnard Blvd. and C Street. The CBD transitions to largely residential uses west of C Street and north of Second Street. The Five Points intersection and Wooley Road form the south edge of the CBD. Figure 6 shows how the CBD is developed with mostly one- and two-story commercial structures and two and three-story residential buildings.

The Project area has existing (2016) uses that range from relatively low-value older commercial buildings and vacant lots (likely available for private redevelopment) to more contemporary and fully developed projects not likely to be feasible for redevelopment for several decades. Therefore, the more appropriate analysis is to examine reasonably foreseeable development that would likely occur under the current 2030 General Plan verses the proposed Project, if adopted. This analysis is to determine if adoption of the Project results in more and/or substantially different development than is expected to occur under the current General Plan and zoning designations.

Figure 5: Existing Uses in the Project Area

Land Use Designation	No. of Parcels	Acres	Current Non-Residential Development (gross square feet)	Current Residential Development (units)
Project Area	780	174	1,853,600	1,094

Figure 6: Project Area (December 2017)



**A. Reasonably Foreseeable Development under the 2030 General Plan**

In 2018, City staff reviewed and updated land use information prepared by the Southern California Association of Governments (SCAG) for use in development of the 2045 Regional Transportation Plan (RTP) through a program named “Bottom-Up Input & Envisioning Process.” SCAG developed parcel-based land use maps and population, household, and employment metrics for a 2016 base year and for the intermediate planning year of 2030. City staff reviewed and revised the SCAG land use classifications. City staff also reviewed the existing CBD downtown and proposed additional areas using County assessor data, building permit records, and City residential addresses. Staff then projected likely development for the 2016 through 2030 15-year period by assuming all vacant parcels would be developed (about 5 acres), seven AAHOP sites would be developed, and existing commercial and housing development would increase by ten percent (10%) overall, all permitted under the existing CBD zoning regulations. As shown in Figure 7, about 1,100 housing units are projected, an increase of about 102 % above existing residential uses over 15 years, and about 481,000 gsf of commercial development would be added, an increase of about 26% above existing commercial uses. Both projected commercial and residential development are less than the 2030 General Plan theoretical buildout (Figure 3).

Figure 7: Reasonably Foreseeable Development to 2030

Project Area SCAG Land Use Data	Non-Residential Development (gross sq. ft.)	Residential Development (units)
2016 Baseline Land Uses	1,853,600	1,094
Foreseeable Development to 2030		
- Development of vacant parcels*	196,000	195
- Seven AAHOP Sites**	0	384
- City Revitalization Sites***	100,000	430
- 10% overall existing commercial	185,300	-
- 10% overall existing residential	-	109
Projected Net New Development	481,300	1,118
Total Net Baseline and Foreseeable	2,334,900	2,212
2016 to 2030 Percent Change	26%	102%
General Plan Buildout (Figure 3)	3,517,800	3,346
Project Buildout (Figure 4)	3,025,370	2,284

\* 5 acres, assumes 39 units per acre, first floor commercial, 90% lot coverage.

\*\* A-03, B-03, B-04, B-14, B-18, D-08, and D-09 in current Housing Element.

\*\*\* North and South Plaza project

C. Reasonably Foreseeable Development under Proposed Project

The proposed Project increases the geographic area considered the CBD and replaces the existing zoning regulations with a form-based code. The proposed code allows for smaller sized housing units, better integrates current and future public and private parking resources and provides for an in-lieu parking fee with which the City would develop a second parking garage within the Downtown. The Project's design standards provide specific direction for the minimum quality of architecture that will be permitted. These requirements include a continuous pedestrian-oriented street frontage in the three downtown zones, as well as massing and projection requirements. The Project's design standards generally enhance the minimum quality of architecture by requiring a continuous pedestrian-oriented street frontage in the Downtown Core and General areas. The areas added to the north and west of the current CBD and designated Downtown Edge have regulatory standards that will create a transition from the Downtown to adjacent low-scale residential neighborhoods and protect the integrity of the Henry T. Oxnard Historic Neighborhood. The proposed code creates more certainty and less discretionary review in the design and entitlement process which should attract developers to the Downtown relative to other available areas.

Adoption of the proposed Downtown Code would lead to the same reasonably foreseeable development of about 1,100 housing units and about 481,000 gsf of commercial development by 2030, the same as would occur without adoption of the Project. Projected commercial development is less than the 2030 General Plan theoretical buildout while residential is about the same. With the Project, new development would be of higher quality and a more desirable aesthetic compared to continuing with the existing code and permitting process. The intent is that the Downtown would gradually become more attractive to residents and businesses as new development is completed that would, at a minimum, stabilize the Downtown and, over time, increase the area's residential appeal and economic activity. The Project does not propose more development than the existing plan and zoning but may lead to more of the projected Downtown development occurring sooner and of better quality than would otherwise occur by 2030. It would be speculation to project additional development by 2030 due to just the adoption of the Project. In any event, whether development occurs before or after 2030, total reasonably foreseeable development is the metric for CEQA analysis. Reasonably foreseeable development, as presented in Figure 7, is based on known and projected market demand and development opportunity sites, neither of which changes due to the Project itself.

D. Project Definition for CEQA Purposes

Given the information presented above, the following is the Project impact description:

*Project approval would incrementally direct Downtown General- and Downtown Core-designated new and re-development of 1,100 housing units and 481,000 gsf of commercial development by 2030 (the same or less development as anticipated under the current General Plan and CBD zoning regulations) towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. Development in the Downtown Edge area would be of lower scale compatible with existing housing and historic context.*

**VI. REVERSION OF DOWNTOWN EAST TRANSIT ORIENTED DISTRICT (DETOD) TO CENTRAL INDUSTRIAL AREA (CIA)**

*Action 6: Reversion of DETOD to Central Industrial Area*

The “DETOD Reversion” related and companion General Plan Land Use Map and text amendments action would re-designate the 2030 General Plan land use designation of the approximately 150 acre area east of Meta Street, south of Fifth Street, north of Wooley Road, and west of Mountain View Ave. collectively designated the Downtown East Transit Oriented District (DETOD) from Central Business District (CBD) to Central Industrial Area (CIA) and remove that portion of Policy CD-7 related to the DETOD Urban Village. Figure 7 is the proposed DETOD Reversion map change and Figure 8 is the Policy CD-7 text amendment.

Figure 7 DETOD Land Use Map Change

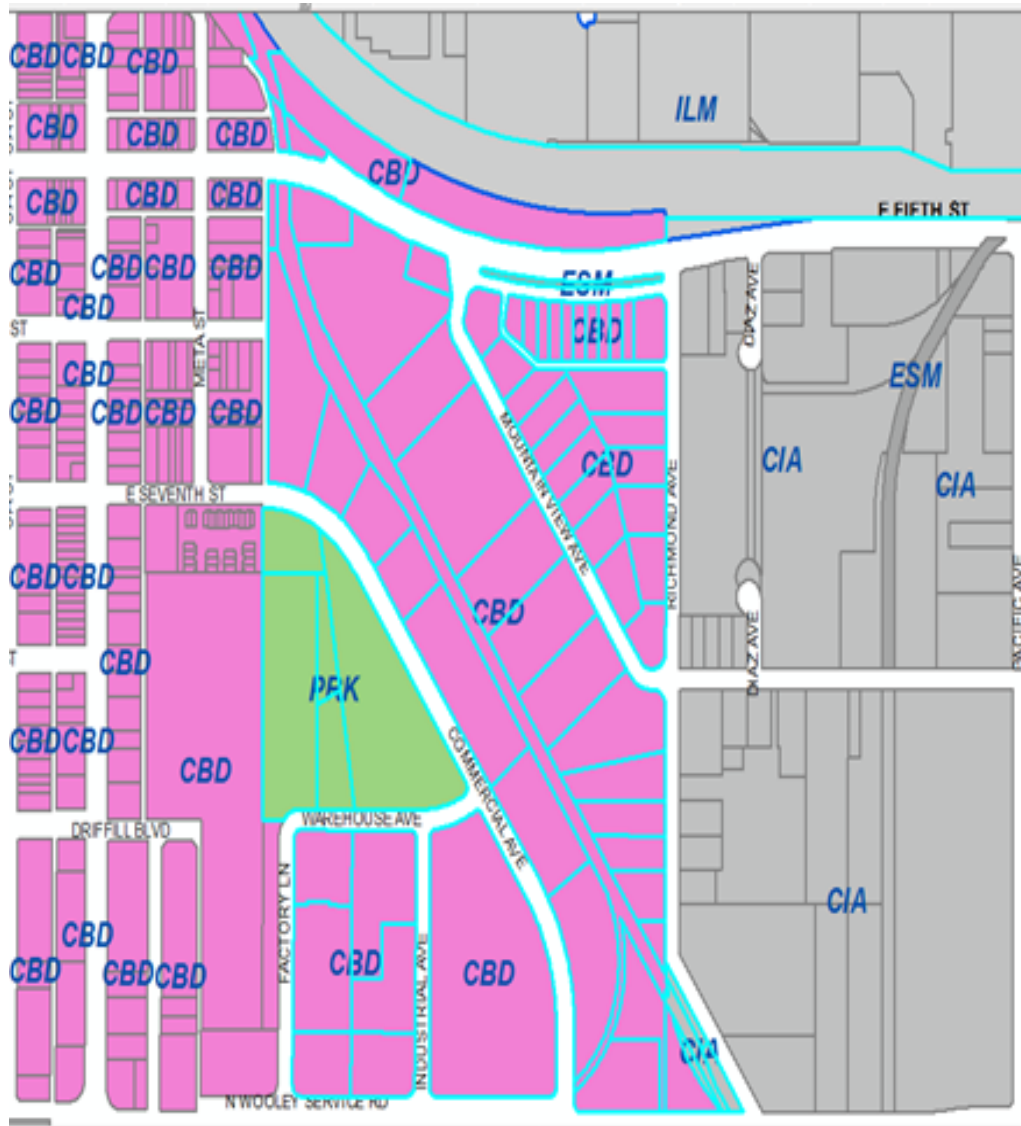


Figure 8 Policy CD-7 Text Amendments

2. ~~DOWNTOWN EAST TRANSIT ORIENTED DISTRICT (DETOD)~~

- ~~**Location.** Area bounded by the Oxnard Transit Center, Oxnard Boulevard, Fifth Street, Wooley Road and Richmond Avenue.~~
- ~~**Land Use.** Transit-oriented medium to high density residential; Central Business District uses; offices; open space; possible school.~~
- ~~**Overview.** Planned in cooperation with property owners and businesses and if found feasible by expert review, the DETOD could evolve into an expansion of the CBD to take advantage of the transportation opportunities provided by its proximity to the Oxnard Transit Center, meeting SCAG objectives for the development of transit-oriented development, and phase out older industrial uses that would then reduce truck traffic in and near the CBD. Residential development will be encouraged at sufficient densities to provide feasibility for transit services and private redevelopment. Both horizontal and vertical mixed use development is encouraged. Existing affordable housing and designated historic structures would remain with possible adaptive reuse. The existing mobile home park could possibly be relocated and/or closed with appropriate compensation and relocation for all residents. Until and unless the DETOD is found to be financially feasible and the City Council adopts a DETOD strategic or specific plan, existing uses are considered conforming uses, current zoning would remain, and uses may expand and reinvest. A Meta District Plan may be adopted within the DETOD that would be incorporated into a subsequent DETOD specific or strategic plan.~~

DETOD was designated within the 2030 General Plan as a possible Urban Village and expansion of the CBD conditioned on a feasibility study. The implementation of the DETOD urban village was conditioned on a feasibility study. SCAG funded a feasibility study in 2012 that found that the DETOD concept not financially feasible. The majority of existing industrial uses in the DETOD area are agricultural processors with significant infrastructure and that benefit from their location near the Union Pacific RR and various spur lines. The majority of existing industrial uses in the DETOD area were agricultural processors with significant infrastructure and location benefits near the Union Pacific RR and various spur lines. The study found that the costs of these businesses to relocate to the only viable area within City limits that had enough vacant land and rail access, the Sakioka Farms Specific Plan (Sakioka), would not be recovered by the DETOD land values if subsequently developed as mixed use residential after accounting for land remediation and all new infrastructure at both Sakioka and DETOD locations. Policy CD-7 states that if DETOD is found infeasible, then the DETOD area designation would revert to its previous land use designation and that portion of Policy CD-7 will be considered implemented. DETOD Revision, then, is an anticipated action required by the General Plan.

As stated in General Plan Policy CD-7, the change in land use designation to DETOD was deemed consistent with the CIA zoning (M-2) and the DETOD designation did not change any regulations in the DETOD area compared to its previous CIA designation. Therefore, DETOD was only a nominal change that had no effect on the environment. Reversion to the previous CIA General Plan land use designation is also a nominal change with no effect on the

environment. Nominal changes would normally be classified as ‘Not a Project’ under CEQA Guidelines Section 15061(b)(3) (the “common sense rule”) which indicates that CEQA only applies to projects that have a “significant effect on the environment” as defined in Public Resources Code section 21068.

## **VII. Consideration of Environmental Topics**

This section reviews each of the CEQA environmental topics relative to adoption of the Downtown Code Project and the DETOD Reversion to determine if any of the criteria in Public Resources Code Section 21166 and/or CEQA Guidelines Section 15162 are met that would require a Subsequent EIRs for the Downtown Code Project and the companion DETOD Reversion Amendment.

The 2030 General Plan Program EIR in its entirety is incorporated by reference along with implementing plans and programs and/or studies listed below (but not limited to) as each plan or program may each be independently updated and/or re-adopted, remaining consistent with the General Plan, and may apply to City and/or private development projects on specific sites within the Project areas, such as utility capacity improvements, required to support development.

- Public Works Integrated Master Plan
- Parks and Recreation Master Plan
- Downtown Mobility and Parking Plan
- 2013-2021 Mid-Cycle Housing Element
- Bicycle and Pedestrian Master Plan
- Oxnard Corridor Community Transportation Improvement Plan (study)

This evaluation includes proposed CEQA Guidelines changes that became effective December 28, 2018, where noted, that were not separate sections in the 2030 General Plan Program EIR.

### **1. AESTHETICS**

The Downtown Code Project would incrementally direct about the same amount of development in the Downtown General-, Downtown Core-, and Downtown-Edge as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. As the Project would improve aesthetics through application of new Design Guidelines and does not lead to any additional impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

## **2. AGRICULTURE AND FORESTRY RESOURCES**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. As the Project does not directly or indirectly increase conversion of agricultural land and is not located in or near a forest, the Project does not lead to any additional impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

## **3. AIR QUALITY**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. The PEIR (Section 5.7) evaluated impacts related to construction air emissions, long-term operational emissions, odors, toxic air contaminant (TAC) emissions, and greenhouse gas (GHG) emissions. Construction emissions associated with future development under the 2030 General Plan, particularly large-scale projects with extensive ground disturbance, could result in emissions exceeding Ventura County Air Pollution Control District (VCAPCD) thresholds. With implementation of 2030 General Plan policies and compliance with VCAPCD regulations, impacts would be reduced to less than significant. Operational impacts would primarily result from local and regional vehicle emissions generated by future population growth and area source emissions associated with buildout of the 2030 General Plan. Although 2030 General Plan policies, implementation measures and compliance with VCAPCD regulations would help reduce emissions, the PEIR concluded that operational criteria air pollutant, TAC emissions, and climate change impacts would remain significant and unavoidable. The City adopted a CEQA Statement of Overriding Considerations for these operational impacts.

As the Project does not increase or change the amount of development, the Project does not lead to any additional air quality impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with

new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

#### **4. BIOLOGICAL RESOURCES**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. As the Project does not increase or change the amount of development or the existing urban biological context, the Project does not lead to any additional biology impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

#### **5. CULTURAL RESOURCES**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. The PEIR (Section 5.4) evaluated impacts on historic, archaeological, and paleontological resources. The planning area contains 31 recorded resources, including historic districts, historic structures, and sites that are eligible for National Register of Historic Places listing. The PEIR determined that historic sites, particularly those in the city's downtown area, may be vulnerable to development activities accompanying infill activities associated with future development under the 2030 General Plan. The planning area also contains known archaeological resources. Potential impacts

would be the result of ground disturbance. With implementation of General Plan policies that require evaluation of projects for consistency with historic district design standards and/or evaluation of potential impacts to historic or cultural resources through the Ventura County Cultural Heritage Board, and CEQA requirements pertaining to resource protection if a CEQA review was conducted, impacts would be mitigated to less than significant.

As the Project does not increase or change the amount of development and specifically includes the Downtown Edge zone to ensure compatibility with the Henry T. Oxnard Historic District, the Project does not lead to any additional cultural resource impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

## **6. ENERGY**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. The PEIR (Section 5.8) evaluated impacts concerning energy demand and concluded that impacts would be less than significant with implementation of 2030 General Plan policies addressing energy conservation. New development (i.e., residential units, commercial centers, etc.) anticipated with buildout of the 2030 General Plan would be the primary contributors to increased energy use in the planning area, which could place increased demand on regional energy generation, transmission, and distribution facilities. The PEIR concluded that local energy providers have sufficient infrastructure and supplies in place to meet the modest increase in demand resulting from implementation of the 2030 General Plan, but individual development/infrastructure projects may require evaluation of potential impacts in accordance with CEQA at the time such projects, if any, are proposed.

As the Project does not increase or change the amount of development, the Project does not lead to any additional energy impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR within other topic headings, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined

will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

## **7. GEOLOGY AND SOILS**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. The PEIR (Section 6.2) evaluated impacts related to seismic and soils hazards such as ground shaking, liquefaction, subsidence, and expansive soils and concluded that future development under the 2030 General Plan could be exposed to these hazards, but impacts would be less than significant with implementation of 2030 General Plan policies and compliance with state and local building codes.

As the Project does not increase or change the amount of development, the Project does not lead to any additional geology or soils impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

## **8. GREENHOUSE GAS EMISSIONS**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. With regard to the significant and unavoidable GHG emissions, the PEIR included a determination of consistency with Assembly Bill (AB) 32 and associated 2008 Scoping Plan. Since certification of the PEIR in 2011, the Scoping Plan has been updated and additional legislation has been passed concerning GHG emissions. Most notably, Executive Order B3015 endorses the effort to set

interim GHG reduction targets for year 2030 (40 percent below 1990 levels). Senate Bill (SB) 32 codifies the 2030 target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). Although this is new information, at the time of writing this Addendum, however, no specific policies or emissions reduction mechanisms have been established that would alter the conclusions of the PEIR with regard to the significant and unavoidable GHG impacts.

As the Project does not increase or change the amount of development, the Project does not lead to any additional greenhouse gas emission impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR within other topic headings, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

## **9. HAZARDS AND HAZARDOUS MATERIALS**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. As the Project does not increase or change the amount of development, the Project does not lead to any additional hazards or hazardous materials impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

## **10. HYDROLOGY AND WATER QUALITY**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated

under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. The PEIR (Section 6.3) evaluated potential impacts related to 100-year flood hazards, levee and dam failure inundation, seiche and tsunami, and climate change-induced sea level rise. Development within or adjacent to flood-prone areas could expose housing and other development to flooding hazards. Structures placed within floodplains also have the potential to alter the historic course of floodwaters that could exacerbate flooding hazards downstream. With implementation of 2030 General Plan policies and the City's flood protection regulations, impacts would be less than significant.

As the Project does not increase or change the amount of development, the Project does not lead to any additional hydrology and water quality impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

## **11. LAND USE AND PLANNING**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. The PEIR (Section 3.2) evaluated impacts related to consistency with adopted land use plans and physical division of an established community and concluded that impacts would be less than significant with implementation of 2030 General Plan policies. The PEIR determined that uses in development areas are expected to be compatible with one another because General Plan policies establish requirements for compatible development, including buffering, screening, controls, and performance standards. The Community Development Element also includes a number of policies designed with the intention of preserving established neighborhoods and community character. As the Project does not increase or change the amount of development and specifically includes the Downtown Edge zone to ensure compatibility with adjoining neighborhoods, the Project does not lead to any additional land use and planning impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects

previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

## **12. MINERAL RESOURCES**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. As the Project does not increase or change the amount of development and does not involve mineral resource areas or operations, the Project does not lead to any additional mineral resource impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

## **13. NOISE**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. The PEIR (Section 6.5) evaluated construction and operational noise impacts associated with development under the 2030 General Plan. The PEIR concluded that short-term noise impacts associated with demolition, site preparation, grading, and other construction-related activities, stationary sources of noise, and airport operational noise would be less than significant with implementation of 2030 General Plan policies. However, increased traffic-generated noise from future development would be significant and unavoidable, even with implementation of 2030 General Plan policies. Significant and unavoidable impacts were also identified for exposure of noise-sensitive uses to railroad noise and sources of groundborne vibration. The City adopted a Statement of Overriding Considerations to address these unavoidable impacts.

As the Project does not increase or change the amount of development, the Project does not lead to any additional noise impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

#### **14. POPULATION AND HOUSING**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. As the Project does not increase or change the amount of development and enhances affordability by allowing smaller unit sizes and introduces more certainty in the entitlement process, the Project does not lead to any additional negative population and housing impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area other than the general increase of housing costs and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

#### **15. PUBLIC SERVICES**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. The PEIR (Section 4.4) evaluated impacts on public facilities and services and concluded that impacts would be less than significant with implementation of 2030 General Plan policies and payment of applicable fees. Although implementation of the 2030 General Plan would increase the overall

demand on law enforcement and fire protection services as a result of population increases, impacts would be less than significant because the additional personnel and materials costs would be offset through the increased revenue, and fees, generated by future development. In addition, future projects will be reviewed by the City on an individual basis and will be required to comply with the requirements (i.e., impact fees, etc.) in effect at the time building permits are issued. Increased population would also generate additional students, and new school facilities and personnel will be required to provide adequate service for future growth. Although the school districts have plans for the construction of new facilities, the continued provision of adequate funding sources (i.e., developer fees, etc.) and the dedication or purchase of future school sites will be necessary to ensure continued development of future school facilities. The California legislature has provided that developer payment of school impact fees constitutes full mitigation of new development on school facilities per Government Code Section 65996(b).

As the Project does not increase or change the amount of development, the Project does not lead to any additional public service impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. Other than additional State actions to initiate sustainable groundwater management and a period of drought that was within the scope of the City's Urban Water Management Plan and its drought mitigations, no substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

Various City plans and programs are incorporated by reference listed below (but not limited to), which may each be independently updated and/or re-adopted, that may apply to City and/or private development projects on specific sites within the Project areas, such as utility capacity improvements, required to support development.

- Public Works Integrated Master Plan
- Parks and Recreation Master Plan
- Downtown Mobility and Parking Plan
- 2013-2021 Mid-Cycle Housing Element
- Bicycle and Pedestrian Master Plan
- Oxnard Corridor Community Transportation Improvement Plan

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

## **16. RECREATION**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated

under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. The PEIR (Section 4.5) evaluated impacts related to increased demand for parks and recreation facilities associated with development under the 2030 General Plan and concluded that impacts would be less than significant with implementation of various 2030 General Plan policies. These policies include ICS-1.1, Maintain Existing Service Levels, and ICS-1.3, Funding for Public Facilities, which require the City to plan and ensure that a variety of funding methods (including developer fees, grants, and public facility fees) are used to expand a variety of public services (including park and recreation facilities) consistent with community needs.

As the Project does not increase or change the amount of development, the Project does not lead to any additional recreation impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment. The DETOD area designated as a park was only needed if the DETOD area were found to be feasible, which it was not.

## **17. TRANSPORTATION**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. The PEIR (Section 4.2) evaluated impacts related to the city's transportation facilities and concluded that implementation of the 2030 General Plan would result in less than significant impacts on public transit usage, bicycle/pedestrian activity, accessibility to cargo operations points, parking capacity, and alternative transportation programs with implementation of 2030 General Plan policies. However, development under the 2030 General Plan would result in significant and unavoidable level of service (LOS) impacts at six intersections, for which the City adopted a CEQA Statement of Overriding Considerations. Policies and implementation measures in the 2030 General Plan are designed to mitigate transportation impacts through the establishment of design and LOS standards for a variety of circulation, traffic, transit, and non-motorized transportation modes. Other policies including land use and circulation concepts are designed early during the design phases of citywide development to minimize land use conflicts. The PEIR also noted that substantial amounts of new development in the 2030 General Plan planning area would require parking areas based on the specific parking requirements generated by a particular land use. The City's Zoning Code contains a variety of parking standards to ensure

adequate levels of parking area are provided with all future development in the city. Policies included in the Infrastructure and Community Services Element ensure adequate levels of both on- and off-street parking are provided as part of all future development proposals and that excessive amounts of parking are also avoided.

As the Project does not increase or change the amount of development, the Project does not lead to any additional transportation impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects at five intersections projected to operate below Level of Service 'C' in 2030. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

Various City plans and programs are incorporated by reference listed below (but not limited to), which may each be independently updated and/or re-adopted, that may apply to City and/or private development projects on specific sites within the Project areas, such as utility capacity improvements, required to support development.

- Public Works Integrated Master Plan
- Parks and Recreation Master Plan
- Downtown Mobility and Parking Plan
- 2013-2021 Mid-Cycle Housing Element
- Bicycle and Pedestrian Master Plan
- Oxnard Corridor Community Transportation Improvement Plan

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

## **18. TRIBAL CULTURAL RESOURCES**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. As the Project does not increase or change the amount of development, the Project does not lead to any additional impacts on the environment related to tribal cultural resources compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more

significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

## **19. UTILITIES AND SERVICE SYSTEMS**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. The PEIR (Section 4.3) evaluated impacts on water supply, wastewater, stormwater drainage systems, and solid waste facilities. The City has a comprehensive multifaceted water management program that outlines how the City plans to provide an adequate water supply to meet forecast water demands well into the future. The 2030 General Plan includes policies and implementation measures addressing a range of water supply and groundwater resource issues. With implementation of the applicable policies and implementation programs, the PEIR concluded that impacts on water resources and wastewater services would be less than significant. Land uses and development proposed under the 2030 General Plan would increase peak drainage flow rates, erosion, and downstream sedimentation in and around new development. Such increases would reduce the capacity of drainages and could result in flood flows that exceed existing downstream channel and stormwater system capacities. The PEIR concluded that the City had adequate system capacity to handle future development and that the implementation of policies and implementation measures contained in the 2030 General Plan would result in a less than significant impact on these systems. The 2030 General Plan includes several citywide policies designed to continue to reduce Oxnard's per capita waste flow. With implementation of the 2030 General Plan and continued efforts to provide regional solid waste disposal solutions, impacts were determined to be less than significant.

As the Project does not increase or change the amount of development, the Project does not lead to any additional utility and service system impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. Other than the City's joining the regional Clean Power Alliance (community choice aggregation) and the failed application by NRG to replace the Mandalay Generation Station, no substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

Various City plans and programs are incorporated by reference listed below (but not limited to), which may each be independently updated and/or re-adopted, that may apply to City and/or private development projects on specific sites within the Project areas, such as utility capacity improvements, required to support development.

- Public Works Integrated Master Plan
- Parks and Recreation Master Plan
- Downtown Mobility and Parking Plan
- 2013-2021 Mid-Cycle Housing Element
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- Oxnard Corridor Community Transportation Improvement Plan

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

## **20. WILDFIRE**

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. As the Project does not increase or change the amount of development and is not in an area classified as a wildfire hazard area, the Project does not lead to any wildfire impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR within other topic sections, the Project is not a substantial change with new significant impacts or substantial increases in severity of previously identified significant effects. No substantial changes have occurred since 2011 in the CBD area and no new information of substantial importance shows the Project will have one or more significant effects not discussed in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

The DETOD Reversion amendment is a nominal change required by the General Plan and has no impact on the environment.

## **VIII. Findings**

As identified above, adoption of the Downtown Code Project and DETOD Reversion amendments to the 2030 General Plan does not constitute significant new information for the purposes of CEQA and therefore do not require substantive revisions to the Program EIR. There are no components of the Downtown Code Project and/or DETOD Reversion that would result in a new significant adverse environmental impact or in a substantial increase in the severity of any

impact previously adverse impacts disclosed in the Program EIR within the meaning of CEQA Guidelines Section 15164.

The following findings are made based on the whole of the record and incorporations by reference:

a. **ADDENDUM IS APPROPRIATE CEQA DOCUMENTATION**

This Addendum No. 5 to the 2030 General Plan Program EIR and inclusion with related action documents is found to be the appropriate documentation in compliance with the California Environmental Quality Act for the adoption of the proposed Downtown Code and associated General Plan Amendment and Zoning re-designations, and for the related and companion DETOD Reversion General Plan land use map and text amendment.

b. **PROJECT(S) MAY BE ADOPTED**

Based on the whole of the record presented herein and incorporated by reference, preparation of this Addendum No. 5 to the 2030 General Plan Program EIR and inclusion of implementing plans and programs allows the Oxnard Planning Commission to make a recommendation and the City Council to make a discretionary decision on the adoption of the proposed Downtown Code and associated General Plan Amendment and Zoning re-designations, and/or for the companion DETOD Reversion General Plan land use map and text amendment.

c. **CHANGES MAY REQUIRE SUBSEQUENT CEQA REVIEW**

Based on the whole of the record presented here and incorporations by reference, changes to the Project and/or DETOD Reversion and/or proposed projects and/or other discretionary actions may require a subsequent CEQA compliance process consistent with Public Resources Code Section 21166 and CEQA Guidelines Section 15162.

d. **SUBSEQUENT CEQA REVIEW FOR CONSISTENT PROJECTS**

With adoption of the Project and this Addendum No. 5, subsequent ministerial and discretionary use and/or development applications that are found consistent with the Downtown Code would not require additional CEQA review under CEQA Guidelines Section 15183 except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site and, furthermore, and the Program EIR may be used as a basis for no requirement for further analysis of potential offsite and/or cumulative impacts, provided the proposed projects and/or actions are also consistent with applicable implementing City plans and programs incorporated by reference

**REFERENCES AND INCORPORATIONS BY REFERENCE**

- Oxnard, City of. 2009a. *City of Oxnard 2030 General Plan Update Draft Program Environmental Impact Report* (SCH #2007041024). [all related documents]. 2009b. *City of Oxnard 2030 General Plan Updated Recirculated Draft EIR* (SCH #2007041024).
- City of Oxnard 2030 General Plan, Goals and Policies
- 2011 to 2017, *Oxnard 2030 General Plan Program EIR Addendum Nos. 1 to 4*.
- 2017. *City of Oxnard 2013–2021 Mid-Cycle Housing Element*. Adopted October, 2017.
- Downtown Code, First Public Draft, November, 2018.
- Public Works Integrated Master Plan (current version)
- Parks and Recreation Master Plan (current version)
- Downtown Mobility and Parking Plan (current version)
- 2013-2021 Mid-Cycle Housing Element (current version)
- Bicycle and Pedestrian Master Plan (current version)
- Oxnard Corridor Community Transportation Improvement Plan (current version)

**ATTACHMENT  
D**

**NOTICE OF EXEMPTION**



## NOTICE OF EXEMPTION (NOE)

- 
- To:** Office of Planning and Research  
P.O. Box 3044, Room 113  
Sacramento, CA 95812-3044
- From:** City of Oxnard  
Community Development Department  
214 South C Street  
Oxnard, CA 93030
- To:** Ventura County Clerk-Recorder &  
Registrar of Voters  
Hall of Administration, Main Plaza  
800 South Victoria Avenue,  
Ventura, CA 93009-1260
- 

**Project Title:** First Street Apartments

**Project Applicant:** Mike Sanchez (Designated Agent), and Aldersgate Investments Inc. (Property Owner)

**Project Location - Specific:** 137 West First Street, Oxnard, CA, 93030, Ventura County, APN: 202-0-055-070.

**Description of Nature, Purpose and Beneficiaries of Project:** PZ No. 22-200-11 (Major Downtown Design Review Permit) A request to permit the construction of a 44,338.6 square-foot, 6-story apartment building with 53 residential units, 29 covered parking spaces, and private patio/balconies for each unit on a 0.48-acre project site. Proposed development includes a pocket park, and parking for the residences on the ground level, with an additional 5 levels of residential units as well as a shared roof deck (for a 6 story building). The proposed building is designed with forty-eight 1-bedroom units and five 2-bedroom units. All of the units open to an interior hallway. Each unit will have a patio/balcony for private use. The Project includes the demolition of two existing vacant commercial buildings totaling 9,800 square-feet.

The project is located at 137 West First Street (APN: 202-0-055-070) in the Downtown General (DT-G) zone. Filed by Mike Sanchez, of Coastal Architects (“Agent”), 1567 Spinnaker Drive, Suite 204, Ventura, CA 93001 on behalf of Aldersgate Investments Inc. (“Owner”), 300 E. Esplanade Drive, Suite 1550, Oxnard, CA 93036.

**Name of Public Agency Approving Project (Lead Agency):** City of Oxnard

**Name of Person or Agency Carrying Out Project (Applicant):** Mike Sanchez

**Exempt Status: (check one):**

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));

- Categorical Exemption: Section 15332, Class 32
- Statutory Exemptions. State code number: \_\_\_\_\_

**Reason(s) why project is exempt:** In accordance with Sections 15332 (Infill Development) of the California Environmental Quality Act (CEQA) Guidelines, projects characterized as in-fill development may be found to be exempt from the requirements of the CEQA. This proposal includes the construction of an apartment building that is consistent with the General Plan land use designation of Downtown and the Downtown Code zoning designation of Downtown (DT-G). The proposed development is located on a 0.48-acre project site which is surrounded by urban uses. The Project site will be adequately served by all required utilities and public services. The Project site is currently developed and has no value as habitat for endangered, rare or threatened species. Additionally, the build out of the Downtown area was evaluated in Addendum No. 5 to the 2030 General Plan Environmental Impact Report (EIR). The build-out of the Downtown area was assumed to be 2,284 residential units and 3,025,370 square-feet of non-residential development space. Addendum No. 5 determined that the build-out of the Downtown area under the Downtown code would not result in any additional impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR. As this Project is consistent with the Downtown Code and is within the assumed buildout as analyzed, this Project will not result in any significant effects relating to traffic, noise, air quality, or water quality. No Exceptions to the Exemptions (Section 15300.2) apply to defeat the Exemption. Therefore, the Community Development Director has determined that there is no substantial evidence that the project will have a significant effect on the environment, the project is categorically exempt from the provisions of CEQA, and there is no requirement to prepare an environmental document.

**Lead Agency Contact Person:** Rogelio Solis, Assistant Planner, (805) 385-7850

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Joe Pearson II, AICP  
Planning and Environmental Services Manager  
City of Oxnard

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Date

Note: Authority cited: Sections 21083 and 21110, Public Resources Code.  
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

**ATTACHMENT  
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**DOWNTOWN CODE CONSISTENCY TABLE**

Oxnard Downtown Code – Downtown General Zone			
PZ-22-200-11: 137 West First Street – First Street Apartments			
DT-G Zone	Required/Allowed		
Overlay Zone	Choose All Applicable:  NA	--	--

Site Design, Building Size and Massing			
Code Section/Figure /Table		Required/Allowed	Proposed Project
<b>Figure 16-147.4.A</b>	<b>Lot Size (With Alley Access)</b>		
	Width (interior lot, other)	25 feet minimum/200 feet maximum	NA
	Width (Corner)	add 10% to minimum	150 ft
	Width (interior lot, SF attached)	75 feet minimum/160 feet maximum	NA
	Width (interior lot, SF detached)	150 feet maximum	NA
	Depth	100 feet minimum/140 feet maximum	140 ft
<b>Figure 16-147.4.A</b>	<b>Lot Size (Without Alley Access)</b>		
	Width (interior lot)	50 feet minimum/150 feet maximum	NA
	Width (corner lot)	add 10% to minimum	NA
	Depth	90 feet minimum/140 feet maximum	NA
<b>Figure 16-147.4.B</b>	<b>Building Setbacks (Residential)</b>		
	Ground Floor Primary Street (Build-to Line)	10 feet to 15 feet	10 ft 5 in
	Ground Floor Side Street (Build-to Line)	10 feet to 15 feet	10 ft
	Ground Floor Side Yard	7 feet minimum	13 ft 5 in

	<b>Ground Floor Rear with Alley</b>	5 feet minimum	29 ft 5 in
	<b>Ground Floor Rear without Alley</b>	15 feet minimum	NA
	<b>Upper Story Side Yard Setback</b>	10 feet minimum	10 feet
	<b>Distance Between Facing Garages on Alley</b>	25 feet minimum	NA
	<b>Amount of Facade at Build-to-Line</b>	70 percent minimum	NA
	<b>Roof Deck Setback From Facades</b>	0 feet minimum	NA
<b>Figure 16-147.4.B</b>	<b><u>Building Setbacks (Non-Residential)</u></b>		
	<b>Ground Floor Primary Street (Build-to Line)</b>	0 feet or 10 feet	NA
	<b>Ground Floor Side Street (Build-to Line)</b>	0 feet to 10 feet	NA
	<b>Ground Floor Side Yard</b>	0 feet	NA
	<b>Ground Floor Rear with Alley</b>	5 feet minimum	NA
	<b>Ground Floor Rear without Alley</b>	15 feet minimum	NA
	<b>Upper Story Side Yard Setback</b>	0 feet minimum	NA
	<b>Distance Between Facing Garages on Alley</b>	25 feet minimum	NA
	<b>Amount of Facade at Build-to-Line Frontage</b>	70 percent minimum	NA
	<b>Roof Deck Setback From Facades</b>	0 feet minimum	NA
<b>Figure 16-147.4.E</b>	<b><u>Above Ground Parking Placement Setbacks</u></b>		
	<b>Primary Street</b>	30 feet minimum	Consistent, more than 50 ft
	<b>Side Street, within 75 feet of Front Property Line</b>	30 feet minimum	Consistent, more than 80 ft

	<b>Side Street, 75 feet back from Front Property Line</b>	0 feet minimum	Consistent, 0 ft
	<b>Side Yard</b>	0 feet minimum	Consistent, 0 ft
	<b>Rear (With or Without Alley)</b>	5 feet minimum	Consistent, 28 ft 11"
<b>Figure 16-147.4.E</b>	<b>Fully-subterranean Parking Placement Setbacks</b>		
	<b>Primary Street</b>	18 feet minimum	NA
	<b>Side Street, within 75 feet of Front Property Line</b>	18 feet minimum	NA
<b>July 20 Interpretation</b>	<b>Side Street, 75 feet back from Front Property Line</b>	0 feet minimum	NA
	<b>Side Yard</b>	0 feet minimum	NA
	<b>Rear (With or Without Alley)</b>	0 feet minimum	NA
<b>Figure 16-147.4.C</b>	<b>Building Height</b>		
	<b>Highest Top Plate</b>	81 feet maximum/102 feet maximum <sup>1</sup>	Consistent, 64 ft 4 in
	<b>Top of Parapet of Flat Roof</b>	85 feet maximum/106 feet maximum <sup>1</sup>	NA
	<b>Top of Pitched Roof Above Highest Top Plate</b>	85 feet maximum/106 feet maximum <sup>1</sup>	NA
	<b>Ground Floor Above Grade At Building Setback Line (Residential)</b>	1.5 to 4 feet maximum	NA
	<b>Ground Floor Above Grade At Building Setback Line (Non-Residential)</b>	0 feet maximum	NA
	<b>Ground Story Height</b>	12 feet minimum	Consistent, 12 ft
	<b>Ground Story Depth</b>	30 feet minimum 18 ft Interpretation	100 ft 1in

<sup>1</sup> Maximum available when one or more of the qualifying community benefits described in 16-145.2.L are included in the project.

<b>Figure 16-147.4.D</b>	<b>Massing Requirements</b>		
	<b>Overall Building Dimensions For House-Form Buildings</b>	100 feet	NA
	<b>Primary Mass Width or Depth (House Form Massing)</b>	80 feet by 80 feet	NA
	<b>Secondary Mass Width or Depth (House Form Massing)</b>	20 feet	NA
	<b>Allowable Architectural Styles</b>	new traditional spanish revival victorian craftsman contemporary/modern art deco	Consistent, Contemporary/Modern
<b>Section 16-147.4.C.2</b>	<b>Visitor/Pedestrian Access</b>		
<b>Section 16-147.4.C.2.a</b>	<b>Building Access</b>	Sidewalk access required via Table 16-152	Consistent, main entry
<b>Section 16-147.4.C.2.a</b>	<b>Distance Between Entries on Each Building</b>	50 feet maximum between entries	Consistent
<b>Section 16-147.4.C.2.b</b>	<b>Upper Floor Access</b>	sidewalk access required via shared courtyard, paseos, or a lobby	Consistent, main entry
<b>Section 16-147.4.C.2.c</b>	<b>Side Street Facades</b>	architectural treatment and materials must be designed to same level of primary frontage	Consistent
<b>Figure 16-147.4.E</b>	<b>Required Parking Minimum</b>		
	<b>Commercial</b>	1 space/1,000 sf (minimum of 50% of the required parking must be in-lieu fee)	NA
	<b>Residential (When Private Garages are Provided)</b>	<ol style="list-style-type: none"> <li>1. 1 space/unit for studios and 1-bedrooms</li> <li>2. 2 spaces/unit for 2-bedrooms or more</li> </ol>	NA

	<b>Residential-Multi-Family(Shared Parking/Open Structure)</b>	0.5 spaces/unit minimum and 1.65 spaces/unit maximum (if less than 1 space/unit in-lieu fee payment is required) Pursuant to AB 2097 no parking is required.	Consistent, 29 spaces provided on site
	<b>Loading Space</b>	1 space, if no loading spaces or alley within 350 feet of the subject property	Consistent, alley adjacent to property
	<b>Motorcycle Parking</b>	As required in 16-638(B)	Consistent, none required
<b>Figure 16-147.4.E</b>	<b>Vehicular Access</b>	side or rear of lot via alley, lane, or drive	
	<b>Residential Side Street Driveway (Not within 50 feet of front facade and when alley not present)</b>	12 feet minimum	NA
	<b>Residential Front Drive (Only within 25 feet of interior lot line)</b>	12 feet minimum	NA
	<b>Commercial Side Street Driveway (Not within 50 feet of front facade and when alley not present)</b>	18 feet minimum(1-way) 25 feet minimum (2-way)	NA
	<b>Commercial Front Drive (Only within 25 feet of interior lot line)</b>	18 feet minimum(1-way) 25 feet minimum (2-way)	NA
	<b>Alley Access</b>	for lots less than 50 feet wide vehicular access must be provided via a rear service lane	Consistent, alley access provided
<b>Table 16-152</b>	<b>Private Open Space</b>	<ol style="list-style-type: none"> <li>1. 5 percent of total lot area for lots <math>\leq 8,000</math>sf</li> <li>2. 10 percent of total lot area for lots <math>&gt; 8,000</math>sf</li> </ol> (not including setback areas)	Consistent. Balconies provided at each unit. 4916.7 sf Shared roof deck. 2,846.1 sf Total: 7,762.8 sf (36.9%)
<b>Table 16-152.C</b>	<b>Rear Yard</b>	15 feet x 15 feet minimum	NA

	<b>Rear Yard Architectural Encroachments</b>	30 percent of width and/or length maximum	NA
<b>Table 16-152.D</b>	<b>Court</b>	15 feet x 25 feet minimum	NA
	<b>Court Architectural Encroachments</b>	30 percent of width and/or length maximum	NA
<b>Table 16-152.E</b>	<b>Side Yard</b>	12 feet x 20 feet minimum	NA
	<b>Side Yard Architectural Encroachments</b>	30 percent of width and/or length maximum	NA
<b>Table 16-152.F</b>	<b>Roof Deck</b>	15 feet x 15 feet minimum	Consistent, 2,846.1 sf
<b>Table 16-152.G</b>	<b>Passage</b>	10 feet wide minimum	NA
	<b>Passage Architectural Encroachments</b>	4 feet maximum	NA
<b>Table 16-152.H</b>	<b>Balcony</b>	6 feet x 8 feet minimum	Provided at each unit
<b>Section 16-153</b>	<b>Public Open Space Type</b>	Plaza Pocket Park Paseos Woonerf (July 20 Interpretation)	Pocket Park
<b>Table 16-153</b>	<b>Required Public Space</b>	<ol style="list-style-type: none"> <li>1. 7 percent of total lot area for lots 20,000sf to 2 acres.</li> <li>2. 10 percent of total lot area for lots &gt; 2 acres</li> </ol> (not applicable to lots less than 20,000 sf)	Consistent, 9.3%
<b>Table 16-153.B</b>	<b>Plaza</b>	25 feet x 50 feet minimum	NA
<b>Table 16-153.C</b>	<b>Pocket Park</b>	25 feet x 50 feet minimum	Consistent, 4, 916.7 sf
<b>Table 16-153.C.2.e</b>	<b>Pocket Park hedges and walls</b>	36 inch maximum height	Consistent
<b>Table 16-153.C.2.f</b>	<b>Pocket Park Frontages</b>	mid-block: at least one public frontage corner: at least two public frontages	Consistent
<b>Table 16-153.D</b>	<b>Paseo</b>	10-25 feet wide minimum	NA
<b>Table 16-152.I.1</b>	<b>Limitation of Turf in Residential Development</b>	30 percent maximum	Consistent
<b>Table 16-152.I.6</b>	<b>Site Lighting (Parking Areas, Buildings, Pedestrian Routes, and Public Ways)</b>	1 foot candle minimum and 7 foot candle maximum.	Consistent, as conditioned

<b>Table 16-152.I.6</b>	<b>Lighting Height (From Bottom of Lamp)</b>	20 feet maximum above sidewalk or other path	Consistent, as conditioned
<b>Table 16-149.A</b>	<b>Surface Parking Lots</b>		
<b>Table 16-149.A.3.a</b>	<b>Screening</b>	screening may include landscape screening, screening structures/facades, or public art/murals (walls or landscaping, excluding trees, are limited to 36 to 48 inches tall)	Consistent, screening wall included
<b>Table 16-149.A.3.b</b>	<b>Landscape Shading (Including arbors, trellises, pergolas, mesh, and overhead canopies)</b>  <b>Solar Shade Structures (Allowed only were not visible from sidewalk or on existing structures)</b>	10 percent coverage (gross)	NA
<b>Table 16-149.A.3.c</b>	<b>Lighting Height</b>	15 feet maximum	NA
<b>Table 16-149.A.3.c</b>	<b>Lighting Type</b>	lighting must be shielded and recessed	NA
<b>Table 16-149.A.3.c</b>	<b>Illumination Levels</b>	1 foot candle minimum and 7 foot candle maximum.	NA
<b>Table 16-149.A.3.d</b>	<b>Landscape Coverage</b>	10 percent gross landscape coverage  and  1 shade tree for every 8 parking spaces or 30 percent mature canopy converge, whichever greater	NA
<b>Table 16-149.B.2</b>	<b>Podium and Subterranean Parking Structures</b>		
<b>Table 16-149.B.2.b;</b> <b>16-149.B.3.b</b>	<b>Non-lined portion of garages</b>	5 foot setback 0ft Interpretation	NA

<b>Table 16-149.B.2.b</b>	<b>Primary Street and Side Street (within 75 feet of front property line) Frontages</b>	30 feet minimum depth of occupiable and usable space 18ft Interpretation	N/A
<b>Table 16-150</b>	<b>Architectural Encroachment Into Setbacks</b>	porch: up to 5 feet of sidewalk stoop: up to 1 foot of sidewalk terrace: within 1 foot of sidewalk dooryard: up to 1 foot of sidewalk shopfront: awning and canopy up to 2 feet of curb gallery: up to 3 feet of curb arcade: up to 3 feet of curb	porch: 5 ft 3 in of curb

Allowed Private Frontages and Encroachment Standards Table 16-150								
Standard	Downtown Zones				Min ft Between PL and Façade <sup>3</sup>	Encroachment into setbacks	See Guidelines	
	Type	DT E	DT E-O	DT G				DT C
Residential Ground Floor Commercial Ground Floor	Porch	P	P	P	---	12 to 20	Up to 5' of sidewalk	16-150.C
	Stoop	P	P	P	P <sup>1</sup>	4 to 6	Up to 1' of sidewalk	16-150.D
	Terrace	---	---	P	P	7 to 12	Within 1' of sidewalk	16-150.E
	Dooryard	P	P	P	P <sup>1</sup>	7 to 12	Up to 1' of sidewalk	16-150.F
	Common Entry	---	---	P	P	10 to 15	Not applicable	16-150.G
	Shopfront	---	P	P <sup>2</sup>	P	0 or 10	Awning / canopy up to 2' of curb	16-150.H
	Gallery	---	---	P <sup>2</sup>	P	0	Up to 3' of curb	16-150.I
	Arcade	---	---	---	P	0	Up to 3' of curb	16-150.J

**Notes**  
P Allowed in Zone  
--- Not allowed in zone  
<sup>1</sup> Not allowed in shopfront overlay.  
<sup>2</sup> Only where shopfront overlay applies.  
<sup>3</sup> At a massing break, the edge of the required 15' x 15' area is considered the property line for the purposes of applying frontage type(s) standards.

Private and Public Frontages			
Section	Private Frontages	Required/Allowed	Proposed Project
<b>Table 16-150</b>	<b>Allowed Private Frontages</b>	Porch Stoop Terrace Dooryard Common Entry Shopfront	Porch, Common Entry

		Gallery Arcade	
<b>Table 16-150.C</b>	<b>Porch</b>		
	<b>Porch Depth (Between Wall and Inside Column Face)</b>	7 feet minimum	Consistent, meets the minimum
	<b>Porch Width (Between Corner Column and Building Face)</b>	10 feet minimum	Consistent, meets the minimum
	<b>Porch Height (Measured From Porch Surface to Top of Porch Columns)</b>	8 feet minimum and 12 feet maximum	Consistent
	<b>Floor Height for Residential Ground Floor (Measured From Adjacent Finish Grade)</b>	18 inch minimum and 3 feet maximum	Consistent, 1 ft 6in
	<b>Separation Between Porch and Fence or Sidewalk</b>	5 feet minimum	Consistent, 5 ft 3in
<b>Table 16-150.D</b>	<b>Stoop</b>		
	<b>Stoop Width</b>	4 feet minimum and 8 feet maximum	NA
	<b>Stoop Depth (Not Including Stairs)</b>	4 feet minimum and 8 feet maximum	NA
	<b>Stoop Floor Height (Measure From Adjacent Finished Grade)</b>	18 inch minimum and 3 feet maximum	NA
	<b>Planter/Fence Height</b>	5 feet maximum	NA
	<b>Setback From Back of Sidewalk</b>	18 inch minimum	NA
<b>Table 16-150.E</b>	<b>Terrace</b>		
	<b>Depth, Clear</b>	8 feet minimum	NA
	<b>Finish Level above Sidewalk</b>	18 inch minimum (residential only) and 3 feet maximum	NA
	<b>Length of Terrace</b>	150 feet maximum	NA
	<b>Distance Between Stairs</b>	50 feet maximum	NA

<b>Table 16-150.F</b>	<b>Dooryard</b>		
	<b>Size of Dooryard</b>	per building setback	NA
	<b>Wall Height Above Adjacent Sidewalk</b>	4 feet maximum	NA
	<b>Wall Height Above Dooryard Floor</b>	3 feet maximum	NA
	<b>Dooryard Floor Height Above Adjacent Sidewalk</b>	18 inch maximum	NA
	<b>Dooryard Floor Height Below Adjacent Sidewalk</b>	3 feet maximum	NA
<b>Table 16-150.G</b>	<b>Common Entry</b>		
	<b>Height To Bottom of Awning/Canopy (Clear)</b>	10 feet minimum and 25 feet maximum	Consistent, 12 ft
	<b>Awning/Canopy Depth</b>	4 feet minimum and within 2 feet of curb maximum	Consistent, awning will comply with both the minimum and maximum standards
	<b>Entry Distance to Back of Sidewalk</b>	8 feet minimum and 20 feet maximum	Consistent, approximately 13 ft
	<b>Area of Outdoor Space (Does Not Include Public R.O.W.)</b>	150 feet minimum	Consistent
	<b>Glass Area of Ground Floor Lobby Wall Area</b>	70 percent minimum	Consistent, more than the 70% minimum
<b>Table 16-150.H</b>	<b>Shopfront</b>		
	<b>Height to (clear)/top of shopfront</b>	12 feet minimum and 18 feet maximum	NA
	<b>Height to bottom of awning/canopy (clear)</b>	8 feet minimum and 10 feet maximum	NA
	<b>Width of shopfront bay(s)</b>	10 feet minimum and 20 feet maximum	NA
	<b>Height of shopfront base</b>	6 inch minimum and 3 feet maximum	NA
	<b>Glass area of ground floor wall area (each facade)</b>	70 percent minimum	NA

<b>Architectural Guidelines</b>			
<b>Table 16-156.A.i</b>	<b>Bay windows</b>	8 foot maximum width  height equal or greater than width  3 feet minimum from corner  50 percent transparency or greater.	NA
<b>Table 16-156.A.j</b>	<b>Door Glazing</b>	glazing must provide at least 90 percent visible light transmission	Consistent, as conditioned
<b>Table 16-156.B.a</b>	<b>Orientation to Public Space</b>	buildings must face open spaces and may not back on to open spaces.	Consistent, primary facade and main entry face primary street
<b>Table 16-156.B.d</b>	<b>Residential Entry</b>	access from the sidewalk is required if the unit is within 5 feet of grade.	Consistent, no residential within 5 ft of grade
<b>Table 16-156.C.a</b>	<b>Building Wall Materials</b>	walls must be finished in stone, brick, finished concrete block, poured in place or pre-cast concrete, smooth plaster or	Poured in-place concrete, stucco, and fiber cement panels simulating wood

		stucco, and wood. synthetic materials may be approved through design review	
<b>Table 16-156.D.2.d</b>	<b>Upward Acting Doors (Contemporary Building Only)</b>	maximum width: 16 feet maximum height: 10 feet minimum separation: 2 feet materials: clear, see-through glazing	NA
<b>Table 16-156.E.1.a</b>	<b>Window Materials</b>	wood, vinyl-clad wood, aluminum-clad wood or metal. pvc and vinyl windows require design review approval.	Vinyl and fiber-glass frame
<b>Table 16-156.E.2.b</b>	<b>Non Shopfront ground floor window</b>	window sills should be 4-8 feet from public sidewalks and open spaces	Consistent
<b>Table 16-156.E.2.g</b>	<b>Window Recesses</b>	minimum 2 inch recess from facade (Advisory)	Windows recessed 2 inches from facade.
<b>Table 16-156.F.1.e</b>	<b>Balconies</b>	minimum of 5 feet in depth (Advisory)	6ft
<b>Table 16-156.F.2.e</b>	<b>Planter Boxes</b>	should be between 18 to 42 inches tall (cannot block windows)	NA
<b>Table 16-156.F.3.a</b>	<b>Masonry and Stucco Arches</b>	depth: 12 inches minimum piers/columns: 12 by 12 inches minimum	NA
<b>Table 16-156.F.3.b</b>	<b>Wood Posts</b>	6-by-6 inches minimum and articulated	NA
<b>Table 16-156.G</b>	<b>Building Colors</b>	coordinated and subdued colors typical of natural building materials, such as earth tone colors (recommended)  exterior facade colors should be limited to two or three	Charcoal Blue stucco, Blue siding, Black fiber cement panels, Wood accent.
<b>Table 16-156.H.1.d</b>	<b>Gutters and Downspouts</b>	should be made of: galvanized steel copper pre-finished aluminum	Downspouts will be consistent as conditioned
<b>Table 16-156.H.2.a</b>	<b>Traditional Building Shed Roof Slope</b>	minimum slope of two in twelve (2:12)	NA
<b>Table 16-156.H.2.e</b>	<b>Service Equipment</b>	roof top equipment must be screened from public view	Consistent, roof top screened by parapet wall
<b>Table 16-156.H.2.f</b>	<b>Skylights</b>	must be flat and not visible from the public areas	NA

<b>Table 16-156.H.2.g</b>	<b>Gutters</b>	half-round or ogee (rectangular allowed on contemporary buildings only)	NA
<b>Table 16-156.H.3.b</b>	<b>Exposed Rafter Tails</b>	minimum nominal dimension of 3 inches by 4 inches.	NA
<b>Table 16-156.H.3.c</b>	<b>Supporting Brackets</b>	minimum dimension of 5 inches	NA
<b>Table 16-156.I.1</b>	<b>Vents</b>	must be screened from public and semi-public areas	Consistent, vents not visible from public and semi-public areas
<b>Table 16-156.I.3 and 4</b>	<b>Service Entrances and Waste Disposal Areas, etc</b>	lots with alley access: must be adjacent to and accessed from alley lots without alley access: must be screened and far from public view	Consistent, trash enclosure accessible from alley
<b>Table 16-156.I.5</b>	<b>Fire Sprinklers</b>	should be building mounted rather than freestanding	Consistent, connections mounted in building wall
<b>Table 16-156.J.2.a</b>	<b>Garden Walls</b>	6 inches wide minimum with cap	NA
<b>Table 16-156.J.2.b</b>	<b>Fences</b>	wood fences: maximum of 3 inch gap between vertical lattices  wrought iron, including steel bar: minimum of 4 inches between bars	NA
<b>Table 16-156.J.2.c</b>	<b>Front Yard Wall Height (front or side street setback areas)</b>	must be between 30 inches to 42 inches	NA
<b>Table 16-156.J.2.d</b>	<b>Side Yard Wall Height (at or behind building facade)</b>	8 feet maximum	NA
<b>Table 16-156.J.2.e</b>	<b>Wall Setbacks (Fences built parallel to frontage between houses or structures, unless integral part of architecture)</b>	should be setback 2 to 5 feet	NA
<b>Table 16-156.J.2.f</b>	<b>Retaining Walls at Frontages</b>	5 feet maximum	NA
<b>Table 16-156.J.2.h</b>	<b>Parking Wall Height</b>	must be between 36 inches and 48 inches	NA
<b>Table 16-156.J.3.e</b>	<b>Wood Siding (recommendation)</b>	walls clad in wood or cement fiber board siding should be stained or painted with colors approved through the review process	Consistent, cement fiber board siding with approved colors

**ATTACHMENT  
F**

**DRAFT RESOLUTION**

**PZ 22-200-11  
(DOWNTOWN DESIGN REVIEW RESOLUTION)**

RESOLUTION NO. 22-200-11

A RESOLUTION OF THE COMMUNITY DEVELOPMENT DIRECTOR OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 22-200-11 (MAJOR DOWNTOWN DESIGN REVIEW PERMIT) FOR THE DEMOLITION OF TWO VACANT COMMERCIAL BUILDINGS TOTALING 9,800 SQUARE-FEET AND THE CONSTRUCTION OF A 6-STORY, 53-UNIT (SIX AFFORDABLE UNITS) RESIDENTIAL APARTMENT BUILDING WITH 29 COVERED PARKING SPACES, LANDSCAPE, AND INFRASTRUCTURE IMPROVEMENTS ON A 0.48-ACRE PROJECT SITE LOCATED AT 137 WEST A STREET (APN: 202-0-055-070), SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY MIKE SANCHEZ, OF COASTAL ARCHITECTS, ON BEHALF OF PROPERTY OWNER ALDERSGATE INVESTMENTS, INC.

WHEREAS, on November 3, 2022, Aldersgate Investments Inc., (the “**Applicant**” and/or “**Permittee**”), submitted a request to allow the construction a 6-story, 53-unit, residential apartment building, located at 137 West First Street (APN: 202-0-055-070); and

WHEREAS, on February 13, 2025, the Director conducted a duly noticed public hearing to consider Applicant’s request to approve Planning and Zoning Permit No. 22-200-11 (Major Downtown Design Review Permit) to authorize the construction of a 6-story, 53-unit apartment building with 29 covered parking spaces, and the demolition of two vacant commercial buildings totaling 9,800 square-feet on a 0.48-acre project site, located at 137 West First Street (APN: 202-0-055-070) (the “**Project**”) in accordance with Section 16-146.1 of the Oxnard City Code; and

WHEREAS, in accordance with City Council Ordinance No. 2980, of the 53 total units, one 2-bedroom unit and two 1-bedroom units are required to be affordable very low-income units. Three 1-bedroom units are required to be affordable low income units; and

WHEREAS, Section 16-146.1.B of the Oxnard City Code authorizes the Community Development Director to approve a new building within the Downtown area with the issuance of a Major Downtown Design Review Permit; and

WHEREAS, the Planning and Environmental Services Division has completed a preliminary environmental assessment of the Project in accordance with the California Environmental Quality Act (CEQA) and determined that the Project is subject to a Class 32 Categorical Exemption (Section 15332). Further, the project does not trigger any of the Exceptions to the Exemptions (Section 15300.2) to defeat the Exemption:

- (a) **Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of**

**hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.**

The project site has a General Plan land use designation of Downtown and a zoning designation of Downtown (DT-G). The project is surrounded on all four sides by urban development. The project site and adjacent sites do not contain any known environmental resource of hazardous or critical concern. Therefore, the project will have no impact on an environmental resource of hazardous or critical concern.

- (b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.**

The proposed apartment building is consistent with the General Plan, Downtown Code and Oxnard City Code and is compatible with the physical scale and character of allowable development in the project area. Any projects requiring discretionary approval would be analyzed with the General Plan, Downtown Code and the Oxnard City Code for consistency and CEQA for any potential impacts. Therefore, the project will have no significant cumulative impact.

- (c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

The proposed apartment building will not result in an unusual circumstance that would cause the project to have a significant effect on the environment. The project will not alter the residential and commercial character of the surrounding development and the property does not contain any unusual environmental characteristics as the property is generally surrounded on all sides by residential and commercial development. Therefore, the project will not have a significant effect on the environment due to unusual circumstances.

- (d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements, which are required as mitigation by an adopted negative declaration or certified EIR.**

The project is not located in or adjacent to a state designated scenic highway. The project is located approximately 150 feet from Oxnard Boulevard, however the new development will have little, if any adverse impact on the scenic resources.

- (e) **Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site, which is included on any list compiled pursuant to Section 65962.5 of the Government Code.**

The proposed project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code as confirmed by staff on October 3, 2022.

- (f) **Historical Resources. A categorical exemption shall not be used for a project, which may cause a substantial adverse change in the significance of a historical resource.**

The project site does not contain an existing or potential landmark, point of interest, or historic resource, as determined by the 1981 "Cultural Heritage Survey Phase 1 Oxnard and Santa Paula" report. Additionally, it is not located within an existing, proposed, or potential Historic District. Therefore, the proposed project will not cause a substantial adverse change in the significance of a historical resource.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMUNITY DEVELOPMENT DIRECTOR OF THE CITY OF OXNARD:

SECTION 1. Based on the entire record before the Community Development Director and all written and oral evidence presented, including the Community Development Director Staff Report and all attachments thereto, the Community Development Director finds:

- (1) **The project represents high quality urban infill architecture and pedestrian-oriented design.**

This proposal includes the construction of a residential apartment building that is consistent with the General Plan land use designation of Downtown and the Downtown Code zoning designation of Downtown (DT-G).

The proposed apartment building site is located on an infill lot backing to an alley in the rear. The ground floor of the building includes a Common Entry providing pedestrian access to the residential units from a shared entrance. The vertically proportioned upper story windows provide a human scale.

The building, as conditioned, includes projections on all sides to articulate the facades. The building includes a metal awning over the common entry. The upper floors of the building feature windows vertically stacked above the first floor to create a human element to the six-story building.

Furthermore, the infill project site will take advantage of and be served by existing water and sewer lines found within the public rights-of-way located adjacent to the property. Stormwater systems are integrated into the project

design. Therefore, the site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.

The staff report contains a detailed discussion on the Project's high quality urban infill architecture and pedestrian-oriented design in the Analysis subsections d (Site Design) and f (Building Design). Thus, the project represents high quality urban infill architecture and pedestrian-oriented design.

As such, this Project meets this finding.

(2) **The project will improve the human scale urban character of the surrounding built environment.**

The proposed residential building, as conditioned, features a steady building line at the ground floor to define a walkable street. The common entry into the building is recessed from the building line, and provides sufficient space to provide for building traffic without impacting pedestrian movement in the right-of-way. The building features projections throughout the facades to convey a more human scale to the six-story building. The upper story building setbacks allow light and airflow into the common and private deck space as well as the units. The setbacks also allow for balcony areas for residents creating a more human scale to the building frontage as well as helping to break up the building massing.

The Project includes private open space. The ground floor includes a pocket park with accent paving and wood seating boxes near the main entryway of the building. The sixth floor of the building includes a shared roof deck, this shared common area includes bench seating, a shade trellis, a BBQ grill with bar counter, a firepit and decorative hardscape. Both common areas will be landscaped with multiple trees, and small shrubs of a wide variety.

The staff report contains a detailed discussion on how the Project will improve the human scale urban character of the surrounding built environment in the Analysis subsections d (Site Design), g (Landscaping and Open Space) and f (Building Design). Therefore, the project will improve the human scale urban character of the surrounding built environment. Therefore, this Project meets this finding.

(3) **The project appropriately modulates the massing and facades of the building, employing materials and detailing that convey solidarity and permanence.**

The proposed apartment building, as conditioned, has a strong ground floor base element in the form of a facade consisting of ribbed concrete block, and some vintagewood spruce siding as well as fiber cement panels near the entrance of the building. The top of the ground floor features a horizontal white accent trim to maintain the organizational integrity of the facade. The upper floors (floors two through six) feature vertically proportioned windows to compliment the glass

patio railings found in each residential unit. The building's upper floors are composed primarily of different shades of blue, specifically Azure Tide, Distance Blue, Charcoal Blue and are complemented by vertical vintagewood spruce panels. Each portion of the building contains separate features incorporating every color accent proposed helping give the project a distinguished and unique, yet uniformed look. The variety of accents help to visually differentiate the uses by creating a distinct base, while creating a common feature to tie together the upper stories, conveying a unified vision of a singular building.

The entrance to the residential section of the building is emphasized with a recessed facade and black awning located at the frontage. The entrance of the building provides black vertical fiber cement panels along the center of the building to assist in differentiating the entryway of the building in relation to the rest of the proposed apartment complex. The recessed entry and balconies on the upper floors modulates the frontage of the building.

The Project building includes materials that age well over time such as concrete, stucco, metal, wood, and glass that convey solidarity and permanence. The material and color changes reinforce the building massing and organization.

The staff report contains a detailed discussion on how the Project appropriately modulates the massing and facades of the building, employing materials and detailing that convey solidarity and permanence in the Analysis subsections d (Site Design) and f (Building Design). Therefore, the project appropriately modulates the massing and facades of the building, employing materials and detailing that convey solidarity and permanence.

Based on the aforementioned, this Project meets this finding.

- (4) **The project represents simple, well-proportioned buildings with thoughtful detailing and good quality, durable materials.**

The proposed building, as conditioned, features a simple design with a distinct ground floor made primarily of ribbed concrete block, with minimal metal and wood siding in addition to glass patio railings and glass and upper floor windows of apartments stacked above them on a metal, wood, and stucco facade. The Project building includes materials that age well over time such as concrete, metal, wood, stucco, and glass. The staff report contains a detailed discussion on how the project represents simple, well-proportioned buildings with thoughtful detailing and good quality, durable materials in the Analysis subsection f (Building Design). Therefore, the project represents simple, well-proportioned buildings with thoughtful detailing and good quality, durable materials. As such, this Project meets this finding.

- (5) **The project generally and/or substantially conforms to the Architectural Design Guidelines of Part 2 of this Code.**

The proposed residential building has been designed in the Contemporary architectural style. The primary street, side streets, and rear facades contain vertical projections above the roof line providing a vertical emphasis. The proposed building colors generally consist of authentic material colors consistent with contemporary designs. The public and visitor building entrance to the apartment building is easily visible from the street and distinguishable by being setback. The ground floor concrete creates a strong base, with the lighter stucco, wood, and metal colors on top. The staff report contains a detailed discussion on how the project conforms to the Architectural Design Guidelines of Part 2 of the Downtown Code in the Analysis subsections d (Site Design), g (Landscaping and Open Space) and f (Building Design). Thus, the project substantially conforms to the Architectural Design Guidelines of Part 2 of the Downtown Code. Therefore, this Project meets this finding.

SECTION 2. The Community Development Director, in accordance with the California Environmental Quality Act (CEQA), determines that the Project will not have a significant impact on the environment and is categorically exempt from CEQA pursuant to Article 19, Section 15332 (Class 32) of the State CEQA Guidelines. This section pertains to projects characterized as in-fill development, meeting certain conditions.

- (a) **The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.**

The Project has a General Plan designation of Downtown (DTN) and a zoning designation of Downtown General (DT-G). The Project is consistent with the General Plan Designation, zoning designation and applicable policies and regulations.

- (b) **The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.**

The Project site is located within the downtown area of the City of Oxnard, within city limits. The project site is approximately 0.48 acres and is substantially surrounded by urban uses (see above Section 1).

- (c) **The project site has no value as habitat for endangered, rare or threatened species.**

The Project site is currently improved with two vacant commercial buildings which will be demolished as part of this Project (see above Section 1). The Project site has been previously disturbed, is substantially surrounded by urban development and thus is unlikely to be suitable habitat for endangered or threatened species.

**(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

The Downtown Code allows for a maximum development of 2,284 residential units and 3,025,370 square feet of non-residential development space. The development allowed within the Downtown Code was evaluated in the 2030 General Plan Addendum No. 5, and it was determined to not result in any new significant impacts. The proposed Project is significantly less development than was previously evaluated and thus will not result in any significant effects relating to traffic, noise, air quality, or water quality.

**(e) The site can be adequately served by all required utilities and public services.**

The Project site is located in Downtown, where all required utilities and public services are available. The Project is consistent with the level of development identified under the General Plan and Downtown Code, and therefore are within the anticipated level of development. The Project is not anticipated to result in any significant impacts to utilities and public services.

The Community Development Director has determined that there is no substantial evidence that the Project will have a significant effect on the environment and no Exceptions to the Exemptions (Section 15300.2) apply to defeat the Exemption. The Planning and Environmental Services Division is hereby authorized and directed to file a Notice of Exemption with the Ventura County Clerk pursuant to Section 15602 of the State CEQA Guidelines within five (5) working days of passage, approval and adoption of this Resolution.

SECTION 3. Based on the findings set forth herein, the Community Development Director hereby approves Planning and Zoning Permit No. 22-200-11 (Major Downtown Design Review Permit) , subject to the attached conditions of approval.

SECTION 4. The decision of the Community Development Director shall be final unless an appeal of the action is filed in accordance with the provisions of Section 16-525 of the Oxnard City Code.

NOW, THEREFORE, BE IT RESOLVED that the Community Development Director of the City of Oxnard hereby approves Planning and Zoning Permit No. 22-200-11 (Major Downtown Design Review Permit), subject to the following conditions. The decision of the Community Development Director is final unless appealed in accordance with the provisions of §16-525 of the Oxnard City Code.

**CONDITIONS OF APPROVAL FOR MAJOR DOWNTOWN  
 DESIGN REVIEW (DDR) PERMIT FOR THE FIRST STREET  
 APARTMENTS (PLANNING AND ZONING PERMIT NO.  
 22-200-11)**

Note: The abbreviations below identify the City department or division responsible for determining compliance with these standard conditions. The first department or division listed has responsibility for compliance at plan check, the second during inspection and the third at final inspection, prior to issuance of a certificate of occupancy, or at a later date, as specified in the condition. If more than one department or division is listed, the first will check the plans or inspect the project before the second confirms compliance with the condition. The italicized code at the end of each condition provides internal information on the source of each condition: Some are standard permit conditions (e.g. *G-1*) while some are taken from environmental documents (e.g. *MND-S2*).

<b>DEPARTMENTS AND DIVISIONS</b>			
CA	City Attorney	PL	Planning Division
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic Division
PD	Police Department	B	Building Plan Checker
SC	Source Control	FD	Fire Department
PK	Landscape Design	CE	Code Compliance

**GENERAL PROJECT CONDITIONS**

1. This permit is granted for the property described in the application on file with the Planning Division, and may not be transferred from one property to another. (PL, *G-1*)
2. This permit is granted for the plans stamped approved February 13, 2025, (“the plans”) on file with the Planning Division. The Project shall conform to the plans, except as otherwise specified in these conditions, or unless a Minor Downtown Design Review Permit to the plans is approved by the Community Development Director (“Director”). Minor field changes may be granted for minimal changes to the extent of use or size of structures or of the design, materials or colors of structures or masonry walls, found to be in substantial conformance with the approved plans and the original intent of the Project. Substantial conformance shall be determined by the Planning and Environmental Services Manager. (PL, *G-2*)
3. This permit shall automatically become null and void 36 months from the date of its issuance, unless Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements. (PL, *G-3*)
4. All required off-site and on-site improvements for the project, including structures, paving, and landscaping, shall be completed prior to occupancy unless the Development Services Manager allows Developer to provide security or an executed agreement approved by the City Attorney to ensure completion of such improvements. (DS, *G-4*)

5. By commencing any activity related to the project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, G-5)
6. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend (with counsel selected by the City in its discretion) and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process. (CA, G-6)
7. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. (CA, G-7)
8. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, G-8)
9. Developer shall provide off-street parking for the project, including the number of spaces, stall size, paving, striping, location, and access, as required by the City Code. (PL/B, G-9)
10. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Except as provided in the sign permit, Developer may not change any signs on the project property. (PL/B, G-10)
11. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, G-11)
12. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, G-12)
13. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, G-13)
14. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14)

15. Prior to issuance of building permits, Developer shall correct all violations of the City Code existing on the project property for which the Code Compliance Division has open cases. (PL, G-15).

## **LANDSCAPE STANDARD CONDITIONS**

16. Developer shall obtain approval of the Planning Manager or designee of a plan showing on the project property all existing trees and identifying the trees to be saved, transplanted or removed. (PK, PK-1)
17. Prior to issuance of building permits or the proposed use is initiated, whichever comes first, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, PK-2)
18. Prior to issuance of a certificate of occupancy, Developer shall install landscape and automatic irrigation systems that have been approved by the Parks and Facilities Superintendent. (PK, PK-3)
19. Developer shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of Developer to do so may result in the revocation of this permit and initiation of legal proceedings against Developer to ensue compliance (PK, PK-4)
20. Prior to the issuance of a certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, PK-5)
21. All trees planted or placed on the property by the Developer shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit. (PK, PK-6)
22. At the time of landscape plan check submittal, the landscape planting and irrigation plans shall comply with the current title 23 Model Water Efficient Landscape Ordinance (MWELo). (PK, PK-7.1)
23. Developer shall submit median and parkway landscape and irrigation plans with the first submittal of public improvement plans. The City shall approve median and parkway landscape and irrigation plans when the City approves public improvement plans. Before the City issues a building permit, the irrigation plans must be approved for proper meter size, backflow prevention device, and cross connection control by the Water Production Supervisor or designee. (DS/ PK, PK-14)

24. Before the City accepts medians and parkways from Developer, the landscaping thereon must complete a plant establishment period of 90 days or such other time as specified in this permit. (PK/DS, PK-15)
25. Developer agrees that the Project has aesthetic impacts arising from conversion of undeveloped land to developed land, which the landscaping improvements for the Project are intended to mitigate. Developer further agrees that the landscaping improvements must be maintained in order to continue to mitigate such impacts. In order to provide for such maintenance, Developer has agreed to enter into an agreement with the City to cast a ballot in favor of formation of an assessment district to fund such maintenance and in favor of assessments on the Project property. In the event that such an assessment district is not formed, Developer agrees to establish a homeowners' association for the Project as directed by the City, to fund such maintenance. Before or during escrow for the sale of property within the Project, Developer shall provide each buyer with a document disclosing, in large type, that the Project property is subject to annual assessments for landscape maintenance, and stating the probable range of dollar amounts of such assessments for the next fiscal year. To confirm that the buyer has read the document, Developer shall require the buyer to sign the document. Developer shall retain all such documents for at least three years and shall allow the City to inspect and copy all such documents upon reasonable request. (PK, PK-18)
26. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, PK-22)
27. At time of submittal to the Building and Engineering Division for plan check, Developer's Landscape Architect or Architect shall provide the City with written confirmation that they have reviewed the civil engineering construction drawings and that the NPDES requirements are not in conflict with meeting the City's landscape requirements. (PK, PK-23)
28. Developer shall include a note on the Landscape Plans submitted to the Building and Engineering Division for a building permit that "all landscaping and irrigation comply with Ordinance No. 2822, which adopted the City of Oxnard Landscape Water Conservation Standards, and applicable water conservation requirements of the State of California". (PK, PK-24)
29. At the time of Plan Check submittal, the landscape plans shall contain an exhibit titled "Tree Tabulation Chart". The Tree Tabulation Chart shall contain a listing of all existing trees on site and shall refer to them by number as identified in the Arborist's Tree Report. The Tree Tabulation Chart shall clearly list all trees to remain, be removed or transplanted. The Chart shall contain the Arborist's economic appraisal value of each tree(s) removed as well as computations and calculations showing how the value of the removed tree(s) was put back into new tree sizes for the Project that are in addition to meeting the City's minimum tree size of 24" box. The full value of the removed tree(s) are to be put back into new trees on the Project site and in the public right-of-way under the direction of the Community Development Director and Public Works Director. (PK)

## PLANNING DIVISION STANDARD CONDITIONS

30. Plans submitted by the Developer with building permit applications shall show on the building elevation sheets all exterior building materials and colors, including product and finish manufacturer name, color name and number, and surface finish type (such as: stucco with sand finish, plaster with smooth finish) to be used in construction. (PL/B, PL-1)
31. Any application for a Minor Downtown Design Review Permit to the Project shall be accompanied by four copies of plans reflecting the requested modification, together with applicable processing fees. (PL, PL-2)
32. Before the City issues building permits, Developer shall include a reproduction of all conditions of this permit as adopted by resolution of the Director, Planning Commission and/or the City Council in all sets of construction documents and specifications for the project. (PL, PL-3)
33. Before the City issues building permits, Developer shall provide to the Planning Division Manager color photographic reductions (8 1/2" by 11") of full-size colored elevations and any other colored exhibit approved by the Planning Commission. Developer may retain the full-size colored elevations after the reductions are so provided. (PL, PL-4)
34. Developer may not modify any use approved by this permit unless the Planning Division Manager determines that Developer has provided the parking required by the City Code for the modified use. (PL, PL-7)
35. During the plan check review process, the Developer shall provide a lighting plan that provides design details (light standards, bollards, wall mounted packs, etc.) and illumination site information within alleyways, pathways, streetscapes, and open spaces proposed throughout the development. An electrical engineer shall prepare the site lighting plan demonstrating that adequate lighting ranges will be provided throughout the development without creating light spillover, light pollution, or conflicts with surrounding factors such as tree locations, off-site or adjacent lighting. (PL)
36. Prior to issuance of building permits, Developer shall demonstrate that light standards illustrated on conceptual lighting plan do not conflict with tree locations. Developer shall submit a plan showing both the lighting and landscape on the same sheet.
37. Project on-site lighting shall be of a type and in a location that does not constitute a hazard to vehicular traffic, either on private property or on adjoining streets. To prevent damage from vehicles, standards in parking areas shall be mounted on reinforced concrete pedestals or otherwise protected. Developer shall recess or conceal under-canopy lighting elements so as not to be directly visible from a public street. Developer shall submit a lighting plan showing standard heights and light materials for design review and approval of the Planning Division Manager. (PL/B, PL-8)

38. In order to minimize light and glare on the Project property, all parking lot and exterior structure light fixtures shall be high cut-off type that divert lighting downward onto the property and shall not cast light on any adjacent property or roadway. (PL, *PL-9*)
39. Developer shall provide graphic site directories at principal access walkway points. (PL/B, *PL-10*)
40. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities. (B/DS, *PL-11*)
41. During construction, Developer shall control dust by the following activities:
  - a. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code section 23114, with special attention to sub sections 23114(b)(2)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
  - b. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (B/DS, *PL-12*)
42. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, *PL-13*)
43. Because of water limitations placed upon the City by its water providers, approval of this permit does not guarantee that the City will issue building permits. Issuance of building permits may be delayed as a result of implementation of a water conservation or allocation plan. (PL, *PL-15*)
44. Prior to issuance of building permits, Developer shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect. (PL/B, *PL-16*).
45. Developer shall provide elevators in structures of three stories or more, except where the third story consists entirely of upper levels of residence that have entrances at the first or second story. (PL/B, *PL-17*)
46. Developer shall participate in the City's Public Art Program by paying the Public Art fee prior to issuance of building permits, in accordance with City Council Resolution No. 14,124. (PL, *PL-50*)

47. Developer shall install all roof and building rain gutters and downspouts to integrate as closely as possible with building design elements, including matching adjacent building colors as closely as possible. Developer shall submit a plan and scheme for approval by the Planning Division Manager prior to issuance of building permits. (PL, *PL-18*)
48. Developer shall provide utility meters, mailboxes and address directories, placed in decorative cabinets and clustered for efficient access for residents and service persons. Developer shall coordinate placement and design of such items accordingly, with the Planning Division Manager, the appropriate utility service provider and the United States Postal Service, prior to issuance of building permits. (PL, *PL-19*)
49. Railings and enclosures for patios and balconies shall provide at least 50 percent enclosure for screening and privacy. Developer shall include details of the railings and enclosures on the construction documents. (PL/B, *PL-24*)
50. All drive lanes (alleys) shall be provided with independently metered lighting with automatic daylight sensors for dusk to dawn lighting within drive lanes. The maintenance and replacement of independently metered lighting (wall fixtures, light bollards) shall be the responsibility of the property owner. (PL)
51. Light standards illuminating interior walkways shall be no more than eight feet high. Light shall not intrude into private living or patio areas. Light standards serving recreational areas held in common shall be no more than 15 feet high. Light shall be directed away from dwelling units. (B, *PL-30*)
52. Developer shall construct each dwelling unit with separate utility systems and meters. Developer shall paint utility meter panels to match structures upon which it is located. Such panels shall be located to take advantage of screening (e.g. landscaping or other building elements) from public right-of-ways, to the maximum extent feasible. (DS/B, *PL-34*)
53. Developer shall pay Park and Recreation Fees (fees for park acquisition and improvement) before issuance of building permits. The amount of the fee shall be calculated by the Planning Division, and verified by the Parks Division at the time of payment. (PK/B, *PL-36*)
54. In accordance with City Council Ordinance No. 2980, or the ordinance in effect at the time building permits are issued, Developer shall provide 6 affordable units onsite. (PL, *PL-37*)
55. Developer shall recess or screen roof heating and cooling systems and other exterior mechanical equipment from adjoining property and public streets, as required by this permit. Plumbing vents, ducts and other appurtenances protruding from the roof of structures shall be placed so that they will not be visible from the front of the property or other major public vantage points. Developer shall include a note on the construction plumbing drawings of exterior elevations to indicate to contractors that roof features shall

- be grouped and located in the described manner. Roof vents shall be shown on construction drawings and painted to match roof material color. (PL/B, *PL-41*)
56. Developer shall install all roof and building drainpipes and downspouts inside building elements. These items shall not be visible on any exterior building elevations. (PL, *PL-42*)
57. For any exterior utility meter panels, Developer shall paint such panels to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g. landscaping or other building elements) from public right-of-ways, to the maximum extent feasible. (PL, *PL-43*)
58. Construction activities shall be limited to the hours of 7 am to 7pm, Monday through Saturday. No construction shall occur after hours, on Sundays, or national holidays without permission from the City. (PL-45)
59. Prior to issuance of a certificate of occupancy, Developer shall remove all construction materials and vehicles from the subject property. (PL/B, *PL-47*)
60. Developer shall stripe loading zones placed partly or wholly within a structure for loading and unloading activities only and post to prohibit storage or other non-loading activity within the loading zone. (PL/B, *PL-49*)

#### **PLANNING DIVISION SPECIAL CONDITIONS**

61. The property owner shall be responsible for creating and implementing a Parking Management Plan which shall consist of designating which tenant will use which parking space in order to assure that vehicle spaces correspond with on-site uses (i.e., residential or commercial). Parking spaces shall be physically demarcated with a space number, which shall be assigned to individual tenants through their rental lease agreement. The Parking Management Plan shall be submitted to the Planning Division for review and approval prior to the issuance of Certificate of Occupancy.
62. The mechanical vehicle lift, if provided, shall be maintained in working condition at all times. The lift shall not require the removal of a vehicle in order to gain access to another vehicle. The vehicle lift must have an emergency energy backup system sufficient to allow for continued operation of the lift in the event of a power outage. This shall be provided via a back-up generator, which shall be maintained onsite and available to power the vehicle lift for the duration of the power outage.
63. Developer shall remove any and all graffiti from the project premises, including but not limited to graffiti within the building, such as in restrooms or fitting rooms, within 24 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch. (PL)
64. Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan, subject to the approval of the Planning Division Manager. Such plan shall include such

elements as clear film on windows and/or mirrors, as well as washable paint and sealers on the building and perimeter walls. (PL)

65. Pursuant to Oxnard City Code (OCC) Section 16-153 Public Open Space, the Developer shall provide a public open space in the form of a Public Plaza onsite. The Developer/Property Owner shall enter into an agreement with the City and/or provide a public easement, as determined by and to the satisfaction of the City Attorney, prior to the issuance of a Certificate of Occupancy. The agreement shall ensure the public availability, appropriate signage, and long term maintenance of the public open space.
66. Applicant shall screen, to the satisfaction of the Planning Manager, any HVAC equipment visible from the public right-of-way. Screening plants shall be consistent with other species on the property and a minimum size of five gallons. (PL)
67. The Developer shall adhere to any recommendations from the FAA for marking or lighting. (PL)
68. The Project is conditioned for the following details to be added to the construction plans to be consistent with the Downtown Code requirements. The construction plans shall include the following prior to the Project being submitted for the initial plan check to Building and Engineering.
  - a. Window Recess
  - b. Exterior Lighting
  - c. Window Tint

#### 2030 General Plan EIR Mitigation Measures

##### ***Air Quality***

69. Developer shall ensure that all construction equipment is maintained and tuned to the recommended manufacturer's specifications.
70. At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
71. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities.
72. During construction, Developer shall control dust by the following activities:
  - a. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
  - b. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent

fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.

73. During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.
74. During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite.
75. The Permittee shall comply with the provisions of applicable VCAPCD Rules and Regulations, which include but are not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive Dust), and Rule 55.1 (Removal of Visible Roadway Accumulations).
76. Prior to issuance of demolition permits for any structure on the site, Developer shall provide evidence of notifying the Air Pollution Control District of such demolition. Demolition and/or renovation activities shall be conducted in compliance with APDC regularities regarding Asbestos (Rule 63.7).
77. Developer shall mitigate air quality emissions associated with development of the subject site through a contribution to the City's Transportation Demand Management (TDM) program. Such fee shall be calculated at the time of building permit issuance in accordance with the Ventura County Air Quality Assessment Guidelines, as amended. Such fee shall be collected in full prior to building permit issuance.
78. Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements. (PL)

### ***Cultural Resources***

79. Developer shall contract with a qualified archaeologist to conduct a Phase I cultural resources survey of the Project site prior to issuance of any grading permits. The survey shall include: (1) an archaeological and historical records search through the California Historical Resources Information System at CalState Fullerton; and (2) a field inspection of the Project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to initiation of the Phase I activities.

The contract shall include provisions in case any cultural resources are discovered onsite. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all

applicable regulations. Developer or its successor in interest shall be responsible for paying all salaries, fees and the cost of any future mitigation resulting from the survey.

80. Developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the Project site. The monitor shall provide a weekly report to the Planning Division summarizing the activities during the reporting period. The frequency of reports may be adjusted by the Planning Manager upon request in writing from the Developer. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of the final building permit signature.

### **HOUSING DEPARTMENT CONDITIONS**

81. Based on the unit count proposed, 6 of the 53 units being developed must be affordable units.
82. Five percent (5%) of the total units in the development must be offered for rent to very low-income households, as defined in the California Health and Safety Code 50105 and five (5%) percent of total units in the development must be offered for rent to low-income households, as defined in the California Health and Safety Code 50079.5. For purposes of determining tenant eligibility, Owner or Developer shall use the annual income limits for Low and Very Low-Income Households, respectively, as published by the California Department of Housing and Community Development (HCD).
83. Affordable Rent (Very Low-Income Units) – For Very-Low Income Households, “Affordable Rent” shall be inclusive of a reasonable utility allowance and not exceed one twelfth (1/12) times the product of thirty percent (30%) times fifty percent (50%) of area median income adjusted for family size appropriate to the Affordable Unit for households earning less than or equal to fifty percent (50%) of the AMI for Ventura County Metropolitan Statistical Area as set forth in the sections 6918 and 6932 of Title 25 of the California Code of Regulations, unless another subsidy program is used, in which case the stricter requirement shall be applied. For purposes of calculating Affordable Rent, Owner or Developer shall use the Area Median Income for Ventura County as published annually by the California Department of Housing Community Development (HCD), as opposed to HCD’s annual published income limits, which are used to determine tenant eligibility.
84. Affordable Rent (Low Income Units)– For Low Income Households, "Affordable Rent" shall be inclusive of a reasonable utility allowance and not exceed one- twelfth (1/12) times the product of thirty percent (30%) times eighty percent (80%) of Area Median Income (AMI) adjusted for family size appropriate to the Affordable Unit for households earning less than or equal to eighty percent (80%) of the AMI for the Ventura County Metropolitan Statistical Area as set forth in the sections 6918 and 6932 of Title 25 of the California Code of Regulations, unless another subsidy program is used, in which case the stricter requirement shall be applied. For purposes of calculating Affordable Rent, Owner and Developer or Property Manager shall use the Area Median Income for Ventura County as published

annually by the California Department of Housing and Community Development (HCD), as opposed to HCD's annual published income limits, which are used to determine tenant eligibility.

85. The affordable units must include: One (1) two-bedroom and two (2) one-bedroom units offered for rent to very low-income households as defined in Health and Safety Code 50105. Three (3) one-bedroom units offered for rent to low-income households as defined in Health and Safety Code 50079.5.
86. Owner and Developer must record affordability covenants approved as to form by the Housing Director or Designee in coordination with the City Attorney prior to submitting their first building permit application. Units shall remain affordable for at least 20 years. The 20-year term shall begin following issuance of a certificate of occupancy for the development. Owner or Developer must contact the Housing Department for review and approval of affordability covenants prior to recordation.
87. The Affordable Housing Agreement shall, among other things, specify the number of affordable units by number of bedrooms, level of affordability, and standards for qualifying household incomes or other qualifying criteria. The City may collect an annual City monitoring fee, as approved by Council Resolution.
88. The affordable units must be designed and constructed to be architecturally consistent with and qualitatively similar to other unrestricted units in the project.
89. Prior to offering the affordable units for rent, the Owner or developer must submit to the Housing Director or Designee the proposed location and rental amounts for the affordable units for review and approval and the dates which the units will be offered for rent.
90. Prior to issuance of a certificate of occupancy, Developer and Owner shall obtain a clearance form from the Housing Department certifying that the required number of affordable units are being offered at affordable rents and that a management plan, prepared by the Developer or Owner, for the operation and management of the Affordable Rental Units has been submitted to the Housing Department and approved by the Housing Director. Owner or Developer shall provide a copy of the clearance form issued by the Housing Department to the project planner prior to issuance of the certificate of occupancy.

#### **DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS**

91. Developer shall pay plan check and processing fees in effect at the time of construction plan submittal and shall pay development fees, encroachment permit fees, and other applicable fees in effect at permit issuance. (DS-1)
92. Developer's Engineer shall design parking lot structural sections based on an analysis of the soils R-value and a traffic index (T.I.) approved by the City Engineer. The minimum structural section for parking lots is two inches of asphalt on four inches of base material.

- Developer shall indicate the proposed structural section and design T.I. on the site improvement plans. (DS-2)
93. Developer shall have the site improvement plans prepared using standard Building and Engineering Division format(s) by a civil engineer licensed in the State of California. The plans shall incorporate recommendations from soil engineering and geology reports. Prior to issuance of a grading permit, improvement plans must be approved by the City Engineer and ink-on-mylar plans filed with the Building and Engineering Division. (DS-3)
  94. Developer shall submit improvement plans and drainage calculations demonstrating that storm drain runoff from the project property and all upstream areas will be safely conveyed to an approved drainage facility. The design and conveyance route shall be compatible with the City's Master Plan of Drainage and shall be approved by the City Engineer prior to approval of improvement plans. (DS-4)
  95. Before connecting the project to existing sewer and water service laterals, Developer shall conduct an inspection (pothole or video) of the existing lateral(s) and arrange for City staff to view inspection results. Developer shall make repairs to such facilities as determined necessary by City staff. Developer shall bring all existing water services into compliance with current City standards including removal of unused water or sewer laterals by disconnection at the main. (DS-7)
  96. Developer shall provide fire hydrants such that all points of all structures are within one hundred fifty (150) feet of a fire hydrant, or as otherwise approved by the Fire Department. Fire hydrant line improvements shall be designed in accordance with City standards and shown on the civil site improvement plans prior to issuance of a site improvement/grading permit. Developer shall provide the City with an easement over onsite waterlines using standard City format. (DS-11)
  97. Developer shall install all new on-site electric, cable, telephone and similar utility service laterals underground. Services shall be installed underground to the nearest suitable riser pole as determined by the appropriate utility service provider. (DS-12)
  98. Developer shall place existing overhead utility lines on and adjacent to the project underground in accordance with City Code in effect at the time City issues a grading/site improvement permit. Before issuance of a site improvement permit, Developer shall post security satisfactory to the Finance Director guaranteeing utility relocation. (DS-13)
  99. Developer shall enter into an agreement, approved as to form by the City Attorney, to install and construct all public improvements and perform grading required by this permit and by the City Code. Developer shall post security satisfactory to the Finance Director, guaranteeing the installation and construction of all required improvements within the time period specified in the agreement or any approved time extension. (DS-14)
  100. A California licensed civil engineer shall prepare the public/site improvement plans and documents for this project in accordance with City standards and shall submit all such plans to the City Engineer. Submittal shall include, but not necessarily be limited to, grading, street, drainage, sewer, water and other appurtenant improvement plans,

construction cost estimates, soils reports, and all pertinent engineering design calculations. City will not approve a parcel map or final map nor issue a grading, site improvement or building permit until the City Engineer has approved all improvement plans. (DS-15)

101. Prior to issuance of a site improvement permit, Developer shall provide to the Building and Engineering Division digital copies of all project maps, address map, and/or civil improvements drawings in DWG format. Prior to improvement bond release, Developer shall provide updated digital files containing all changes that occur during construction. (DS-16)
102. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours of its appearance. If Developer fails to remove graffiti in accordance with this condition, the City may at the discretion of the City Engineer issue a stop work order until such time as the graffiti is removed. (DS-20)
103. The conditions of this resolution shall prevail over all omissions, conflicting notations, specifications, dimensions, typical sections, and the like, that may or may not be shown on the improvement plans. (DS-21)
104. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)
105. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until the City accepts the improvements. (DS-23)
106. Prior to beginning construction, Developer shall designate in writing an authorized agent who shall have complete authority to represent and to act for Developer. The authorized agent shall be present at the work site whenever work is in progress. Developer or the authorized agent shall make arrangements acceptable to City for any emergency work. When City gives orders to the authorized agent to do work required for the convenience and safety of the general public because of inclement weather or any other cause, and the orders are not immediately acted upon by the authorized agent, City may do or have such work done by others at Developer's expense. (DS-24)
107. "Standard Specifications for Public Works Construction" latest edition (including modifications thereto by City) and applicable City Standard Plates and Design Criteria shall be the project specifications, except as noted otherwise on the approved improvement plans. City reserves the right to upgrade, add to, or revise these specifications and plans and all other City ordinances, policies, and standards. If the improvements required of this project are not completed within 12 months from the date of City's approval of the improvement plans, Developer shall comply with and conform to any and all upgraded, additional or revised specifications, plans, ordinances, policies and standards. (DS-27)
108. Developer shall retain a California licensed Civil Engineer to ensure that the construction work conforms to the approved improvement plans and specifications and to provide certified "as-built" plans after project completion. Developer's submittal of certified

- "as-built" plans is a condition of City's final acceptance of the project and release of any associated security. (DS-29)
109. All grading shall conform to City's standard grading notes, City Code, and recommendations of Developer's soils engineer as approved by the City Engineer. (DS-30)
  110. Developer shall design all slopes steeper than 5 (horizontal) to 1 (vertical) with a minimum 18 -inch wide level area (at both top and bottom of slope) where it adjoins a wall, fence, sidewalk, trail, curb or similar improvement. (DS-32)
  111. Storm drain, sewer and water facilities shall conform to applicable City Master Plans. Developer shall prepare plans for these facilities in accordance with City's engineering design criteria in effect at the time of improvement plan submittal. Developer shall submit plans with pertinent engineering analyses and design calculations for review and approval by the City Engineer prior to issuance of a site improvement permit. (DS-34)
  112. Developer shall design project grading to convey stormwater to a street, alley, or approved drain so that there are no undrained depressions. (DS-35)
  113. Developer shall dispose of sewage and solid waste from the project by City's wastewater and solid waste systems in a manner approved by the City Engineer. (DS-38)
  114. Developer shall install water mains, fire hydrants and water services in conformance with City standard plates, design criteria and specifications as directed by the City Engineer. (DS-41)
  115. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)
  116. Prior to designing the water system for the project, Developer shall have a certified fire flow test performed to determine existing water pressure and flow characteristics with a minimum of two flowing hydrants. The water system for the building fire sprinkler shall be designed to allow for a 10 psi drop in the static water pressure measured during the fire flow test. After construction and before City issues a certificate of occupancy, the City Engineer may require a second test. Developer shall obtain permits from the City Engineer prior to performing tests. Developer shall have all tests certified by a mechanical, civil, or fire protection engineer and provide written results of all tests to the City Engineer. (DS-47)
  117. Street and road improvements shall conform to City standard plates, design criteria and policies. Improvements shall include upgrading of existing pavement along the project frontage to City standards by removing and replacing or overlaying, as directed by the City Engineer. (DS-51)
  118. Developer shall improve all streets, alleys, sidewalks, curbs, and gutters adjacent to the project in accordance with City standards, as necessary to provide safe vertical and horizontal transitions. (DS-52)

119. Developer shall provide soils reports, "R" value tests, and compaction tests for all streets. Determination of the actual structural sections shall be based on City's design procedure, "R" value tests of in-place soils, and approved traffic indices. (DS-53)
120. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed. (DS-54)
121. Developer shall submit a landscape irrigation plan prepared by a licensed professional, showing proper water meter size, backflow prevention devices, and cross-connection control. (DS-59)
122. Developer shall submit a street lighting plan as a part of the civil improvement plans. Developer shall install streetlights in accordance with the plan. (DS-60)
123. Developer shall be responsible for and bear the cost of replacement of all existing survey monumentation (e.g., property corners) disturbed or destroyed during construction, and shall file appropriate records with the Ventura County Surveyor's Office. (DS-64)
124. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)
125. Developer shall construct triple-bin trash enclosure(s) meeting the latest City requirements with a solid non-combustible roof that prevents stormwater from entering the refuse bins. Developer shall construct all other components of the trash enclosure in accordance with the requirements on file with the Building and Engineering Division. Developer shall finish the trash enclosure to match the major design elements of the main structure subject to approval by the Planning Division. The location and configuration of the enclosure shall be approved by the Environmental Resources Division. All site refuse bins shall be stored in an approved enclosure. No objects other than refuse bins may be stored in the enclosure without the written permission of the Environmental Resources Division. (DS-79)
126. Prior to issuance of a grading, building or demolition permit and prior to commencement of any clearing, grading or excavation, Developer shall prepare a Local Stormwater Pollution Prevention Plan ("Local SWPPP".) The Local SWPPP shall be developed and implemented in accordance with requirements of the Ventura Countywide MS4 Permit. The Local SWPPP shall be approved by the City Engineer prior to issuance of a site improvement/grading permit. Developer shall keep the Local SWPPP updated to reflect current site conditions and a copy of the Local SWPPP shall be kept onsite and available for the City or designated representative to review upon request. (DS-87)
127. Developer shall pay to the County of Ventura a road mitigation fee in accordance with the agreement between the City and the County of Ventura. Proof of payment shall be provided to the Building and Engineering Division prior to issuance of a building permit. (DS-105)

## **DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS**

128. The Developer shall provide a Technical Drainage Memorandum prepared by a licensed civil engineer outlining this project's compliance/exemption with the Ventura County Technical Guidance Manual (TGM) and Municipal Separate Storm Sewer System (MS4) Permit. (DS)
129. The Developer shall install 'Full Trash Capture Devices' (Devices) certified by the State Water Resources Control Board Executive Director in compliance with the Statewide Trash Amendments ("Amendments") to treat all stormwater runoff from this site that meets the definition of 'Priority Land Use' as defined by the Amendments at the time of issuance of a grading/site improvement permit. The Devices shall be sized for a 1-year 1-hour storm event and designed per the requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measure. The location of the trash device is subject to the approval of the City Engineer. (DS)
130. The project shall direct concentrated storm water discharges from gutters and spouts away from the building and to vegetated areas or infiltration trenches to promote infiltration to the maximum extent feasible prior to discharge onto City streets or alleys. (DS)
131. The Developer shall install and maintain a hydrocarbon filter that treats all water collected from the onsite car lifts prior to discharge into the City sewer system. The car stacker shall not drain into the City storm drain system. (DS)
132. The Developer shall provide a grading and drainage design with a supporting drainage study, prepared by a licensed civil engineer that demonstrates the building pads are protected from stormwater inundation during a 1% change (100-year) storm event. Alternatively, all finished floors and other flood damageable building materials shall be elevated to a minimum of 25-inches above the lowest adjacent street flowline. (DS)
133. The Developer shall provide a sewer and water report comparing the proposed water usage and sewer rate discharge for the project to the existing development. (DS)
134. The Developer shall construct a public fire hydrant located in the right-of-way located on the Southwest end of the parcel. The final location of the fire hydrant is subject to the approval of the City Engineer. (DS)
135. The Developer shall remove existing sewer, water, and storm drain laterals to the project site that are no longer needed by the project. The removal shall be the entire length of lateral to the main. (DS)
136. Separate domestic and irrigation water meter services shall be constructed per city standards with meter boxes located along the sidewalk. (DS)
137. The Developer shall reconstruct the sidewalk, curb, and gutter along the project frontage. (DS)

138. The Developer shall perform a 2-inch grind and overlay, curb-to-curb, on West First Street and North A Street. The extent of the grind and overlay is limited to the project frontage. (DS)
139. The Developer shall construct the Northeast corner ramp on West First Street and North A Street to meet the latest accessibility standards. (DS)
140. The Developer shall improve and upgrade the alley adjacent to the project to City standards in effect at the time the Developer submits grading plans. The concrete shall be replaced for the entire 20-foot width along the frontage to the nearest concrete joint (DS)
141. The Developer shall construct the alley's Western approach at North A Street to match the alley's new 20-foot width and to meet current accessibility standards. (DS)
142. The Developer shall obtain approval of a revised address map for any addressing changes prior to grading or building permit issuance. (DS)
143. The Developer shall process a lot merger, or provide evidence to the satisfaction of the City Engineer, that the project is encompassed by a single legal lot prior to grading permit issuance. (DS)
144. Any clouds or liens on the title of the parcel(s) shall be settled prior to the lot merger. (DS)
145. The Developer shall provide a 5-foot-wide public access and utility easement along the parcel line that abuts the City alley. Additionally, the Developer shall provide all necessary easements for streets, highways, alleys, sidewalks, parkways, landscaping, utilities, drainage facilities, or other improvements as required by the City. If such easements cannot be obtained from the property owner by negotiation, City may acquire them at the expense of the Developer by exercise of the power of eminent domain. The Developer shall bear all costs of eminent domain proceedings, including appraisal, acquisition, attorney's fees, and court costs. Before City issues a site improvement permit, the Developer shall dedicate all required easements to the City. (DS)
146. Building encroachments into the public right-of-way shall be limited to architectural elements complying with the latest California Building Code Chapter 32. An encroachment permit will be required for any encroachment. (DS)
147. The Developer shall be responsible for providing irrigation and perpetual landscaping maintenance for all landscaping in the public parkway along the project frontages. (DS)
148. Install a United Stormwater CPS trash device in city catch basins N20-315 and N20-318 as mentioned in the hydrology report. <http://unitedstormwater.com/cps.php> (DS)

## **TRAFFIC DIVISION SPECIAL CONDITIONS**

149. The Developer shall relocate an existing street light located at the eastern approach on North Oxnard Boulevard. The existing street light shall be relocated to provide 5-feet of horizontal clearance from the alley's throat. (TR)
150. The Developer shall underground the two utility poles abutting the project's alley frontage. (TR)
151. The Developer shall upgrade the northeast existing ramp of North A Street and First Street to meet current accessibility standards. (TR)
152. The Developer shall prepare and submit a set of striping and sign plans for Traffic Engineering review. These plans shall include but not limited to the following:
  - a. Reflect the existing striping.
  - b. Upgrade the existing crosswalks at the intersection of A Street and First Street. All four legs shall be striped in thermoplastic high visibility continental crosswalk type. (TR)

#### **ENVIRONMENTAL RESOURCES DIVISION**

153. A Construction and Demolition Waste Management Plan (ERDC-1) must be submitted to the Environmental Resources Division for review and approval prior to issuance of a building permit establishing a goal that at least 65% of the waste generated on the project will be diverted from the landfill.
154. After completion of construction and prior to a certificate of occupancy being issued, a Construction and Demolition Waste Management Report (ERDC-2) must be submitted that demonstrates that at least 65% of the waste generated on the project has been diverted from the landfill. This Report must also include legible copies of weight tickets, receipts, or invoices for materials sent to disposal or reuse/recycling facilities.
155. An Occupancy Plan must be submitted to the Environmental Resources Division prior to issuance of a certificate of occupancy. The Plan must clearly state how all three waste streams will comply with all applicable state laws, including AB 939, AB 341, AB 1826, and SB 1383, and any subsequent legislation adopted in the future, will be managed on site in perpetuity.
156. Any/all organic waste that is generated must be diverted from landfill disposal, as material of this type is not allowed in a trash dumpster. If landscaping is performed by an entity other than the City of Oxnard (i.e. self-haul or third party private hauler), the landscape service providers must be informed, in writing, of this condition and the property management must complete and submit an Alternative Services Certification annually.
157. Any new or renovated waste enclosures must be sized so that they can accommodate all three waste streams and meet minimum safety and operational requirements, including vehicle path of travel, employee access, and prevention of illegal dumping and/or vandalism. Use the City's approved Standard Plates, but modify dimensions accordingly.

158. Gates shall be steel framed with steel angle brace type metal 18 gauge and steel mini-v-beam panel. Wood slats are not an acceptable material.
159. Gates shall have an 8-foot height clearance.
160. Security screens shall be provided at all openings larger than 2-inch in diameter (between walls/gates and roof).
161. The concrete apron shall extend a minimum of 15-feet out from the enclosure.
162. Developer shall arrange for materials collection during construction, demolition, and occupancy with the City's Environmental Resources Division or Developer shall arrange for self-hauling. Regardless of hauling methods, all materials collected must be conveyed to the Del Norte Regional Recycling and Transfer Station.
163. Covenants, conditions and restrictions ("CC&Rs") shall be developed for the project necessitate that the homeowner's association or property management make provisions to divert a minimum of 50% while striving for 75% diversion of waste material generated at this location in perpetuity. This can be achieved by subscribing to the City's residential curbside or mandatory commercial recycling services and through annual tenant education that may include source reduction, recycling, reuse, and organics collection requirements.
164. Developer shall dispose of sewage and solid waste from the project by City's wastewater and solid waste systems in a manner approved by the City Engineer.
165. Developer and operator shall install clearly labeled storage containers in the kitchen base cabinet within each guest room to facilitate separate disposal of recyclable and non-recyclable waste typically generated by guests. The location and specifications (size, materials, etc.) of such storage unit shall be shown on the construction document floor plans submitted to the City for building permits. Recycling guidelines shall be clearly posted on the door of the storage cabinet. The intent of this mitigation measure is to create a situation wherein recycling is as convenient for project guests as disposing of trash.
166. Developer and operator shall provide recycling containers near the point of use in common areas for guests and residents to dispose of their recyclable waste (examples: indoors for newspapers and beverage containers; outdoors for beverage containers). Containers used exclusively for recycling shall be clearly identified as "recycling only" with clear icons or other graphics on each container appropriate to the container's content.
167. Property Owner (Management) shall provide literature in each apartment (including on the door of the storage cabinet) explaining the importance of recycling, what can be recycled, and providing suggestions for source reduction, as well as water and energy conservation. City contacts for waste reduction, water conservation, and energy savings shall be listed in the literature.
168. Property Owner (Management) shall provide training to the housekeeping/janitorial staff (including visual aids for each housekeeping cart) for separating tenant's refuse into recyclable and disposable trash.

169. Property Owner (Management) shall provide housekeeping/janitorial carts which accommodate separated recyclable and non-recyclable trash. Visual aids for each housekeeping cart shall include a general list of mixed recyclables accepted and the standard 3-arrow recycling symbol on the collection container. (P-11)
170. Property Owner (Management) shall provide sufficient containers to custodial staff to prevent the contamination of recyclables with waste or moisture.
171. The Environmental Resources Division may require an enhanced enclosure to accommodate three bins (trash, mixed recycling, green waste) rather than a standard three cart residential system

### **FIRE DEPARTMENT STANDARD CONDITIONS**

172. Developer shall construct all vehicle access driveways on the project property to be at least 26 feet wide, exclusive of shoulders. Developer shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. Developer shall mark all designated fire lanes in accordance with the California Vehicle Code. (FD/B, F-1)
173. All roof covering materials on the project property shall be of non-combustible or fire retardant materials approved by the Fire Chief and in compliance with the City Code. (FD, F-2)
174. Before the City issues building permits, Developer shall obtain the Fire Chief's approval of a plan to ensure fire equipment access and the availability of water for fire combat operations to all areas of the project property. The Fire Chief shall determine whether or not the plan provides adequate fire protection. (FD/DS, F-3)
175. At Developer's expense, Developer shall obtain two certified fire flow tests for the project property. The first test shall be completed before City approval of building plans and the second shall be completed after construction and prior to the issuance of a certificate of occupancy. The tests must be certified by a mechanical, civil, or fire protection engineer. Developer shall obtain permits for the tests from the Engineering Division. Developer shall send the results of the tests to the Fire Chief and the City Engineer. (FD/DS, F-4)
176. All structures on the project property shall conform to the minimum standards prescribed in Title 19 of the California Code of Regulations. (FD, F-5)
177. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, F-6)
178. At all times during construction, developer shall maintain paved surfaces capable of handling loads of 76,000 pounds which will provide access for fire fighting apparatus to all parts of the project property. (FD/DS, F-7)

179. Developer shall identify all hydrants, standpipes and other fire protection equipment on the project property as required by the Fire Chief. (FD, F-8)
180. Developer shall install security devices and measures, including walkway and vehicle control gates, entrance telephones, intercoms and similar features, subject to approval of the Police Chief and the Fire Chief. Vehicle control gates shall be operable by City approved radio equipment. (FD/PD, F-9)
181. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, F-10)
182. Developer shall provide automatic fire sprinklers as required by the City Code and shall contact the Fire Chief to ascertain the location of all connections. (FD, F-12)
183. Developer shall install in each structure in the project an alarm system with a central station monitor that will automatically notify the Fire Department in the event of a fire in the structure. The alarm system shall include a UL or State Fire Marshal approved device, which shall not exceed design specifications, that reports the location of the fire and provides floor by floor water flow monitoring and allows the central station monitor to inform the Fire Department. (FD, F-13)
184. All signalized intersections shall be equipped with pre-emption equipment. (FD/TR, F15)
185. Developer shall comply with Certified Unified Program Agency (CUPA) requirements regarding the storage, handling and generation of hazardous materials or waste. Prior to the issuance of building permits, Developer shall contact the CUPA division of the Fire Department to ensure that such requirements are followed. (FD, F-16)
186. Developer shall install a carbon monoxide detector on each level of the residence in accordance with the manufacturer's specifications. The detector shall be hardwired with a battery backup. (FD, F-17)

#### **FIRE DEPARTMENT SPECIAL CONDITIONS**

187. Areas designated by the Fire Marshal as Fire Lanes shall be identified by a red curb and signage per the California Department of Motor Vehicles.
188. Developer shall place existing overhead utility lines on and adjacent to the project underground to provide for Aerial Ladder Access.
189. Alley shall be maintained without obstructions and a minimum clear width of 20 feet.
190. Class I standpipe is required in each stairwell.
191. Fire sprinkler coverage is required for:
  - a. Patios, overhangs or any other projections that are 48" or more from the structure.
  - b. Open areas beneath stairs that serve a habitable space or when that area is accessible for storage or has mechanical equipment.

- c. The protection of the forced air unit when located in the attic or other areas that are normally inaccessible.
- 192. All emergency egress/Fire Department access windows or doors that serve any room that can be utilized for sleeping, shall have access to a public right-of-way without re-entering the structure.
- 193. Before the city issues a certificate of occupancy, the developer shall install a Knox key vault at a location to be determined by the Fire Department.
- 194. Stackable parking requires a secondary power source to operate in case of power failure and have on site personnel trained to operate in case of emergency.
- 195. Gurney size elevators will be required.

### **POLICE DEPARTMENT STANDARD CONDITIONS**

- 196. A condition of approval requires compliance with the Outdoor Lighting Code & Guideline
  - a. Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings.
  - b. Unless approved as a specific exception to this guideline, all outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the exceptions:
  - c. Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up.
  - d. Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to one 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque to keep light from shining directly up.
  - e. Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected.
- 197. All exterior lighting shall operate from dusk to dawn.
- 198. LED or similar in nature and spectrum (3,000K to 20,000K Correlated Color Temperature).
- 199. Lighting instruments shall be full cut-off and installed so that light does not directly illuminate property outside the project site. Instruments shall not create glare for motorists or pedestrians. Lenses shall be flat and parallel to the ground/floor. Wall packs

and other luminaires that throw light laterally are not allowed unless specifically approved by Planning and Police.

200. Outdoor lighting instruments shall not be placed in close proximity to trees. In the event outdoor lighting instruments and trees are in close proximity an additional sheet will be required illustrating light and tree placement showing trees with a 20-year maturity.
201. Integrated landscape/lighting/photometric plan shall be submitted illustrating a 20-year tree maturity. This plan shall include all outdoor areas as well as the parking facility. This is to ensure that tree growth will not adversely impact future lighting and therefore site safety as the project matures. Lighting bollards shall not be used as part of the foot candle calculation on photometric sheets. Plan sheet shall include:
  - a. Tree species table which shows canopy bottom, top, and broadest diameter at a 20-year maturity. Bottom of tree canopies shall not be less than 15-above any drive area to provide clearance for Fire and Solid Waste Vehicles.
  - b. Pole mounted luminaires shall be placed to illuminate under tree canopies at a 20-year maturity. Pole and arm instruments should be considered in areas between landscape finger-planters.
  - c. Areas where walkways exist opposite from parking stalls, Pole and arm instruments should be placed directly opposite from finger-planters. Luminaires used in the photometric calculations shall only include those instruments mounted 8-feet or more above walking/driving surface. This plan shall be submitted to [specialprojects@oxnardpd.org](mailto:specialprojects@oxnardpd.org) and approved prior to the issuance of building permits.
202. Carports and tuck under parking facilities shall be illuminated between 5 and 15 foot-candles utilizing LED or similar luminaires with a spectrum 3,000K to 20,000K Correlated Color Temperature. Luminaires shall be located, when possible, between parking stalls to illuminate the areas people enter and exit their vehicles. Walls, ceilings and supporting posts or pillars shall be a light color or painted white or off-white to provide maximum reflectivity.
203. Prior to the issuance of building permits the secure mail and parcel delivery system shall be approved by the Planning Division and the Police Department. Sufficient detail on the building plans shall include make, model and dimensions of the system to be used. A photo of the product or a link to the manufacturer's product shall be provided. The system shall consist of separate boxes for mail and for parcels. Mailboxes shall be a uniform size. Parcel boxes shall be a variety of sizes to flexibly serve residents. Parcel boxes shall be accessible through either a code provided to the parcel recipient or other method which can guarantee the intended recipient can gain access to the parcel without the use of a physical key.

204. Prior to the issuance of building permits, a site plan identifying the placement of wayfinding signs shall be approved by Planning and Police. The submittal shall include placement of signs and a detailed description of the signs.
205. Security camera system shall be operated 24 hours a day to monitor the activity at the site. The system shall be designed to capture images of all persons and all vehicles that enter the site. Cameras shall also be distributed throughout the site to capture general activities. The camera system shall comply with these minimum standards:
- a. The camera system shall be cloud based to facilitate off-site and mobile monitoring.
  - b. Access to the cloud based camera system may be made accessible to the Oxnard Police Department for specific areas of the property and adjacent areas that are either public, or, semi-public that include: adjacent public street, alleys, sidewalks, and within the private property the parking facility and paseo. Contact [specialprojects@oxnardpd.org](mailto:specialprojects@oxnardpd.org) to participate in this program.
  - c. If the Police Department is provided access to the cloud based camera system, privacy of residents shall be taken into consideration.
  - d. Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Greyscale images are expected for infra-red lighting.
  - e. Cameras shall be made by a reputable manufacturer and maintained to current industry standards.
  - f. Cameras shall have low light capability to facilitate the later identification of persons involved in criminal or problem activities.
  - g. The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.
  - h. The video system shall allow recording, live viewing and playback of recorded video for a period of a period of at least 30 days.
  - i. Recorded images shall bear a date and time stamp that cannot be altered.
  - j. All entry doorways to the premises shall be monitored by a camera or cameras that are strategically mounted for face capture of persons who enter. Such cameras shall be mounted no higher than 7-feet above the floor/ground. Face capture images shall be determined as those images where the clarity of a person's facial image is sufficient for later identification.
  - k. All vehicular entrances to the parking facilities shall be monitored by a camera or cameras that are placed to capture images of sufficient quality where the vehicle's license plate, make, model and color can be easily identified.
  - l. Cameras in domed casings are highly encouraged as their area of focus is not easily determined by a casual observer.

- m. A camera shall be dedicated to face capture image of any person accessing the call system at the exterior of the primary entrance.
  - n. Site management shall provide in a timely manner any digital records of security camera or access control systems requested pursuant to a police investigation or for the periodic inspection of equipment required under these conditions.
  - o. Security cameras shall be installed to monitor activity around each side of the building's exterior.
  - p. Ceiling mounted cameras shall be installed to monitor the hallway serving the secure mail and parcel delivery system.
  - q. Wall mounted cameras shall be installed 7-feet above each stairwell landing to monitor activity within the stairwells.
  - r. Wall mounted cameras shall be installed 7-feet above the floor in the vicinity of the short-term bike racks for the purpose of capturing quality face images of all persons in the area.
206. The site shall be equipped with an access control system that shall restrict human and vehicle access to semi-public areas of the site. The areas considered "semi-public" shall include: parking areas restricted to residents, the building lobby, mailroom, shared hallways, laundry rooms, activity rooms, pool and physical fitness facilities.
207. The access control system shall utilize instruments such as cards, fobs, QR decals or other devices that can be individually programmed to provide access, as appropriate, for an individual user. The system shall have the capability to add or subtract an access instrument assigned to a particular residential unit, employee, or service provider.
208. The access control system shall include a call system at the exterior of the site's primary entrance that allows guests to contact residents or the managers to request access. The access control point at this entrance shall be enabled to open by a resident from their unit or from a remote digital device.
209. The access control system shall record each permitted access and the authorizing individual and the instrument/method used to facilitate the access.
210. A Security Plan shall be submitted to [specialprojects@oxnardpd.org](mailto:specialprojects@oxnardpd.org) and approved prior to the issuance of building permits. The purpose of the Security Plan is to align the applicant's need to secure the development site for its end users with current security standards and to provide the Police Department an understanding of the layout of the site in the event of a critical incident. The Security Plan, when submitted directly to the Police Department, is considered a confidential document. The plan shall include:
- a. The Security Plan Sheet will identify the location of each security camera, camera recording/support equipment, all elements of an access control system,

and any safe or secure room or rooms designed to maintain valuable assets or records.

- b. The Security Plan shall include a chart identifying each camera by an alpha-numeric, the scope of their capture area, and placement of the camera above the floor/ground.
  - c. The Security Plan shall identify all doors with an alpha-numeric (e.g. D-1, D-2, etc.) that serve passage between public & semi-public, semi-public to semi-public and similar access points where tenants and their guests routinely pass without needing specific permission from a resident or property manager/responsible party or resident. This would include access to the lobby, parking garage, laundry room, mailroom, emergency exits, etc. When a camera is positioned for face capture it shall be noted on the camera chart.
  - d. The Security Plan shall identify any area which is served by an intrusion/burglary alarm system.
  - e. The Security Plan shall identify all the components of the access control system their location and a chart that identifies each instrument with an alpha-numeric with the device name, make and model. The access control system shall provide site access to tenants and persons authorized by the site management. The access control sites shall include areas deemed semi-public such as the lobby, parking garage, laundry room, mailroom and any shared facility such as an activity room or community kitchen.
  - f. Click-to-Enter technology shall be installed to provide access for first responders to all entrances to the facility that serve as an interface between public and semi-public areas. All such access points shall be identified on the Security Plan.
  - g. The permittee/property manager/owner shall maintain all security features in good working condition and consistent with industry standards.
211. Site management is encouraged to have an active and cooperative relationship with their neighbors and the Oxnard Police Department. To facilitate this effort these elements shall be established by the site management:
- a. Site management should establish a dedicated email address for the site (ie: acmeapartments@acme.com). Once the email address has been established, site management should send an email to specialprojects@oxnardpd.org identifying the site address, management company, phone number, dedicated email address, and the person managing the site.
  - b. A sign shall be posted so it is readable from the public right of way and placed at or near the primary entrance which identifies the management company name, phone number and the dedicated email address.

- c. Site management should participate in crime prevention programs designed for multi-unit residential housing facilities.
  - d. The property owner should inform the Oxnard Police Department of changes in site management and/or the dedicated email address by sending an email to [specialprojects@oxnardpd.org](mailto:specialprojects@oxnardpd.org).
212. Any digital records from the security camera system or access control system shall be made available to any representative of the Oxnard Police Department in a timely manner upon request related to any official police investigation. If requested, the site manager shall upload or email any digital records at the request of a representative of the Oxnard Police Department.
213. Privately owned parklets and paseos shall have these features:
- a. Area shall have security cameras monitoring general activity.
  - b. Tree canopies shall not interfere with lighting instruments or security camera views.
  - c. Shrubs and groundcover shall be maintained at a height of no taller than 24-inches above grade.
  - d. If the parklet or paseo is to be secured by a gate system the gates shall have Click-to-Enter technology.
  - e. Creeping fig or a similar climbing vine shall be planted adjacent to concrete or CMU walls to provide a deterrent to graffiti.
  - f. Landscaping shall be supported by an appropriate automated irrigation system.
  - g. Landscaping shall be designed to provide clear views throughout the parklet or paseo.
  - h. Defensive plantings such as bougainvillea, natal plum or similar plants shall be used for any area prone to homeless habitation.
  - i. Any parklet or paseo shall have signage outlining a Code of Conduct approved by the Chief of Police or his designee.
  - j. Any parklet or paseo shall have signage identifying the site as private property authorizing the property owner or their agent to arrest any person who refuses to leave upon the request of the owner, owner's agent or a police officer.
214. Any intrusion alarm system installed at the site shall utilize motion and infrared technology or similar technology to differentiate between human and non-human motion. The alarm system shall be compliant with Oxnard City Code 11-95 through 11-100.
215. Trees shall not be located where they would conflict with lighting instruments. Appropriate proximity is based on a tree's canopy size at twenty-year maturity.

216. Natal Plum or similar hedge shrub shall be used as a “defensive barrier to protect against homeless habitation in areas prone to such activities.
217. Trees shall be maintained so that the canopies do not interfere with pedestrian or vehicular traffic and safe sightlines are maintained.
218. CMU walls, including trash enclosures, adjacent to or visible from a street shall be protected by landscaping elements to dissuade the application of graffiti. Creeping fig or similar climbing vines or a combination of vines and shrubs or hedging arranged to protect walls from vandals is required.
219. Landscape elements shall be arranged to provide clear lines of sight and eliminate potential places of concealment and dissuade the application of graffiti. Through the life of the project, the property shall be maintained to address these issues.
220. Parking stalls shall be enumerated. However, the stall numbers shall not correspond to the residential unit assigned the stall.
221. Graffiti shall be removed or painted over within 24-hours of application. Site management shall maintain a supply of paint to match the building’s exterior color scheme.
222. All vehicular entrances to the parking area shall be posted in compliance with California Vehicle Code 22658(a). Persons in lawful possession of the property may then cause the removal of a vehicle parked on the property to the nearest public garage if parked without the owner’s permission. (PD)
223. A sign shall be posted at or near the primary entrance to the site that identifies the management company name, phone number and the email address dedicated to the site management office.
224. A sign shall be posted at each entrance to the site stating: “No loitering, trespassing or drinking alcoholic beverages. Pursuant to State Law & City Ordinance”.
225. Mail and parcel delivery shall be in a room/area controlled by the building’s access control system.
  - a. Prior to the issuance of building permits the developer shall contact the Oxnard Postmaster to ensure that the mail and parcel delivery system for the site will meet the requirements of the USPS.
  - b. A secure mailbox shall be provided for each residential unit.
  - c. A secure system for receiving parcel deliveries shall be established and maintained. (PD/USPS)

PASSED, APPROVED, AND ADOPTED by the Community Development Director of the City of Oxnard on this 13th day of February, 2025.

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Jeff Pengilley  
Community Development Director