

COMMUNITY WORKSHOP

Monday, July 20, 2026

The attached documents have been submitted by the applicant for the following item:

- 1. PROJECT NAME: Pearl Island Sushi & Grill; PLANNING AND ZONING PERMIT NO. 26-510-05 (Special Use Permit - Alcohol); South Bank Neighborhood**

A request for a new license (ABC Type 41) to authorize the sale of beer and wine, within a new 1,779 square-foot restaurant (Pearl Island Sushi & Grill) within an existing tenant space in a multi-tenant commercial building located at 2335 North Oxnard Boulevard (APN: 139-0-270-045) within the General Commercial - Planned Development (C-2-PD) zone. The proposed hours of sales are 7:00am to 11:00pm. The project is exempt from environmental review pursuant to Section 15301 (Existing Facilities), Class 1 of the California Environmental Quality Act (CEQA) Guidelines.

Applicant: Leander Boado
City Contact: John-Miguel Dalbey, Case Planner

Phone: (805) 816-7548
Phone: (805) 385-7883

For additional project information, please direct your inquiry to the listed contacts, or call the Planning Division at (805) 385-7858

Para información en español, favor de llamar al (805) 385-7858

SCOPE OF WORK

TENANT IMPROVEMENT IN AN EXISTING TENANT SPACE FOR A NEW RESTAURANT. IMPROVEMENTS TO INCLUDE:

- FRONT OF HOUSE WITH NEW FLEXIBLE DINING AREA, PICK UP STATION AND SUSHI BAR WITH CUSTOMER SEATING.
- NEW ACCESSIBLE RESTROOM, CLOSET AND KITCHEN USE.
- BACK OF HOUSE KITCHEN TO INCLUDE NEW COOKING AREA, SINKS, DISHWASHER, PREPARATION, REFRIGERATION UNITS.
- INSTALL NEW TYPE I HOOD AND NEW ROOF MOUNTED EXHAUST FAN AND DUCT.
- NEW WALK-IN COOLER AND FREEZER.

EXTERIOR BUILDING SIGNAGE SHALL BE SUBMITTED UNDER SEPARATE SUBMITTAL AND PERMIT.

NEW TRASH ENCLOSURE SHALL BE SUBMITTED UNDER SEPARATE SUBMITTAL AND PERMIT.

PROJECT ANALYSIS

PROJECT ADDRESS: 2335 N. OXNARD BLVD. OXNARD CA 93036

ASSESSORS PARCEL NUMBER: 139-0-275-045 C-3 PD

ZONING: S470C 238.273 S.F.

EXISTING USE: VACANT SPACE

PROPOSED USE: RESTAURANT

OCCUPANCY GROUP: 8 (LESS THAN 50 OCCUPANTS)

CONSTRUCTION TYPE: V-B

FIRE SPRINKLER SYSTEM: YES

NUMBER OF STORIES: SINGLE STORY

BUILDING AREAS:

EXISTING MULTITENANT BUILDING TO REMAIN

AREA OF IMPROVEMENTS: 2335 N. OXNARD BLVD. 1,779.0 SF

PARKING ANALYSIS:

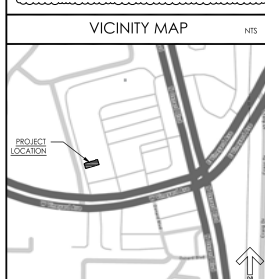
PROVIDED PARKING SPACES: 282

MIN. REQ. STANDARD ACCESSIBLE SPACES (201-200 (imp)) 7

MIN. REQ. VAN ACCESSIBLE SPACES: 1 PER EVERY 25 2

PROVIDED STANDARD ACCESSIBLE SPACES: 4

PROVIDED VAN ACCESSIBLE SPACES: 4



APPLICABLE CODES

ALL WORK SHALL CONFORM TO:

- 2022 BUILDING STDs. ADMIN. CODE, PT.1, TITLE 24 C.C.R.
- 2022 CA BUILDING CODE, PT. 2, TITLE 24 C.C.R.
- 2022 CA ELECTRICAL CODE, PT. 3, TITLE 24 C.C.R.
- 2022 CA MECHANICAL CODE, PT. 4, TITLE 24 C.C.R.
- 2022 CA PLUMBING CODE, PT. 5, TITLE 24 C.C.R.
- 2022 CA FIRE CODE, PT. 9, TITLE 24 C.C.R.
- 2022 CA REFERENCED STDs. CODE, PT.12, TITLE 24 C.C.R.
- NFPA 13 SPRINKLER SYSTEMS, 2022 EDITION
- NFPA 72 FIRE ALARM CODE, 2022 EDITION
- 2022 CA EXISTING BUILDING CODE
- 2022 CA ENERGY CODE
- 2022 CA GREEN BUILDING CODE
- CITY OF OXNARD ORDINANCE

PROJECT DIRECTORY

ARCHITECT: ERA ARCHITECTS
LIZETTE ELNES
OXNARD CA
(805) 824-1188

ELECTRICAL: JAMES ELECTRICAL ENG.
ATTN: JOHN MALONEY
SANTA BARBARA CA
(805) 569-9216

MECHANICAL & PLUMBING: AMCOR ENGINEERING
ATTN: SCOTT ROBINSON
VENTURA CA
(805) 641-2122

STRUCTURAL: EZ STUDIO
ATTN: EDUARDO ZARATE
CANABELO CA
(805) 469-9941

BUILDING OWNER / TENANT: ANDY ROJAS
OXNARD CA
(805) 816-7548

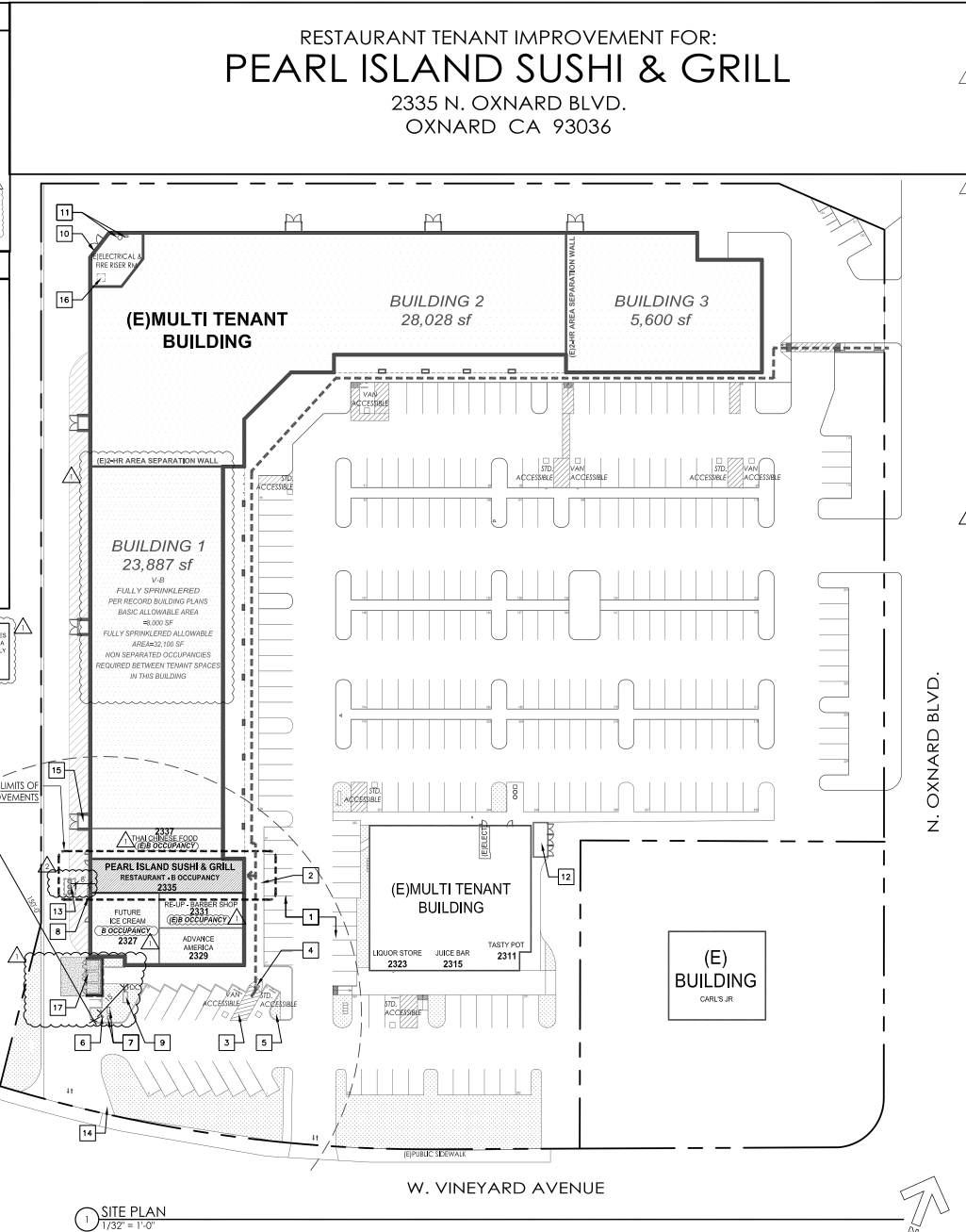
DEFERRED SUBMITTALS

- ALTERATION TO THE NFPA 13 FIRE SPRINKLER SYSTEM IS REQUIRED. UNDER SEPARATE SUBMITTAL AND PERMIT.
- ALTERATION TO THE NFPA 72 FIRE ALARM SYSTEM IS REQUIRED. UNDER SEPARATE SUBMITTAL AND PERMIT.
- KITCHENS WITH GREASE PRODUCING EQUIPMENT REQUIRE A UL 300 KITCHEN HOOD AND FIRE EXTINGUISHING SUPPRESSION SYSTEM. UNDER SEPARATE SUBMITTAL AND PERMIT.
- WALK IN COOLERS REQUIRE SPRINKLER COVERAGE UNDER SEPARATE SUBMITTAL AND PERMIT.
- A DRY PIPE SPRINKLER SYSTEM IS REQUIRED FOR FREEZER/COOLERS WITH TEMPERATURES BELOW 32 DEGREES FAHRENHEIT.
- LEAK DETECTION SYSTEM IS REQUIRED. UNDER SEPARATE SUBMITTAL AND PERMIT.
- NOTE: LEAK DETECTION PANELS SHALL BE CONNECTED TO FIRE ALARM CONTROL PANEL TO PROVIDE NOTIFICATION.

FIRE DEPARTMENT NOTES

- FIRE EXTINGUISHER SHALL BE PROVIDED IN ALL COMMERCIAL OCCUPANCIES AT A RATE OF ONE 2A:10BC EXTINGUISHER PER 3,000 SQUARE FEET OR FRACTION THEREOF. WITHIN A 75 FOOT MAXIMUM TRAVEL DISTANCE.
- A KNOX BOX IS REQUIRED FOR THE BUILDING. CONTACT THE FIRE DEPARTMENT FOR DETAILS. FIRE DEPARTMENT APPROVAL IS REQUIRED PRIOR TO FINAL BUILDING INSPECTION. (KNOX SERIES 300 IS USED FOR MOST COMMERCIAL APPLICATIONS. KNOX BOXES MAY BE ORDERED ONLINE. SEE THE KNOX COMPANY WEBSITE AT: [HTTP://WWW.KNOXBOX.COM/STORE/#FINDDEPT.CFM](http://www.knoxbox.com/store/#finddept.cfm) SELECT OXNARD FIRE DEPT.)
- A 5 YEAR CERTIFICATION INSPECTION REPORT OF THE FIRE SPRINKLER SYSTEM MUST BE PROVIDED TO THE FIRE DEPARTMENT VIA WWW.THESCOURTJANECORP.COM
- A LIFE SAFETY INSPECTION IS REQUIRED PRIOR TO CONSTRUCTION FINAL. REQUEST INSPECTION 48 HOURS IN ADVANCE AT OXNARD.ORG/PRE-VENTION.
- PROVIDE AN APPROVED EXTERIOR STORE FOR THE BUILDING, VISIBLE FROM THE STREET OR APPROACH ROADWAY.
- SPRINKLER BACKFLOW DEVICES SHALL BE PAINTED "MACHINE GREEN" AND WHEN A FIRE DEPARTMENT CONNECTION IS ATTACHED IT SHALL BE PAINTED "RED".
- CONNECT KITCHEN HOOD ANUL SYSTEM TO FIRE ALARM PANEL.

NOTE: COMMERCIAL, INDUSTRIAL, MULTIFAMILY RESIDENTIAL, CARE FACILITIES AND THOSE DESIGNED APPROPRIATE ARE TO HAVE ADDRESS NUMBERS 10 FEET OR 8 FEET IN HEIGHT. ADDRESS NUMBERS SHALL BE PLACED VISIBLE AND READABLE FROM THE STREET OR ROADWAY FRONTING THE BUILDING. NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND TO MAKE THEM EASILY VISIBLE.



SHEET INDEX

ARCHITECTURAL	COVER SHEET / SITE PLAN
A1.0	COVER SHEET / SITE PLAN
A1.1	GENERAL NOTES AND ABBREVIATIONS
A1.2-A1.5	CAL GREEN CHECKLIST
A2.1	DEMOLITION & PROPOSED FLOOR PLAN
A2.2	REFLECTED CEILING & ROOF PLAN
A3.1	INTERIOR ELEVATIONS
A3.2	RESTROOM PLAN AND DETAILS
A4.1	DETAILS
A4.2	DETAILS
A4.3	DETAILS
A5.1/A5.2	WALK-IN COOLER PLANS & DETAILS
A5.3/A5.4	WALK-IN FREEZER PLANS & DETAILS
STRUCTURAL	STRUCTURAL DETAILS - HOOD
S1.0	STRUCTURAL DETAILS - HOOD
S2.0	STRUCTURAL DETAILS - CEILING
PLUMBING	PLUMBING SITE PLAN
P1.0	PLUMBING SITE PLAN
P2.0	PLUMBING DEMO PLAN
P3.0	PLUMBING PLAN
P4.0	PLUMBING DETAILS
P4.1	PLUMBING NOTES & DETAILS
P5.0	PLUMBING NOTES
P6.0	TITLE 24 DOCUMENTATION
MECHANICAL	MECHANICAL SITE PLAN
M1.0	MECHANICAL SITE PLAN
M2.0	MECHANICAL ROOF PLAN
M3.0	MECHANICAL DEMO PLAN
M4.0	MECHANICAL PLAN
M5.0	DETAILS & NOTES
M6.0	TITLE 24 DOCUMENTATION
M6.1	TITLE 24 DOCUMENTATION
M7.0	KITCHEN HOOD DETAILS
M7.1	KITCHEN HOOD DETAILS
M7.2	KITCHEN HOOD DETAILS
M7.3	KITCHEN HOOD DETAILS
ELECTRICAL	ELECTRICAL NOTES AND SCHEDULES
E1.00	ELECTRICAL NOTES AND SCHEDULES
E1.01	INDOOR TITLE 24 FORMS
E2.00	ELECTRICAL DEMO & POWER PLAN
E3.00	LIGHTING & ELECTRICAL SCHEDULE PLAN
KITCHEN EQUIPMENT PLANS-HEALTH APPROVAL	KITCHEN EQUIPMENT PLAN
K1.0	KITCHEN EQUIPMENT PLAN
K2.0	KITCHEN EQUIPMENT PLAN
K3.0	KITCHEN EQUIPMENT ELEVATIONS

SITE PLAN KEY NOTES

- EXISTING PARKING LOT TO REMAIN
- EXISTING WALKWAY TO REMAIN
- EXISTING ACCESSIBLE PARKING SPACE TO REMAIN COMPLIANT, PER TYPICAL DETAIL 1 SHEET A4.1
- EXISTING CURB RAMP WITH TRUNCATED DOWNS TO REMAIN PER DETAIL 8A4.1
- EXISTING LANDSCAPE PLANTER TO REMAIN
- EXISTING FIRE HYDRANT
- EXISTING WATER METER AND BACKFLOW PREVENTOR
- EXISTING GAS METER. SEE PLUMBING PLANS
- EXISTING SPRINKLER RATED COLD WATER VALVE DEPARTMENT CONNECTION (CODE 1200) PER CALIF. FIRE DEPT. APPROVAL
- EXISTING EXTERIOR STORE FOR BUILDING
- EXISTING FIRE SPRINKLER RISER & FIRE ALARM PANEL
- 3 BIN TRASH ENCLOSURE (UNDER CONSTRUCTION)
- NEW GREASE INTERCEPTOR, PRE-PAVED PLANT
- COOKING HOODS FROM THE ROOF OF THE BUILDING INTERCEPTOR FULLY TRAP-RATED PER MANUFACTURERS SPEC
- EXISTING PARKING SIGNAGE, PER DETAIL 8A4.1 TO REMAIN
- EXISTING SINGLE BIN TRASH ENCLOSURE TO REMAIN, TYP. ALONG REAR SIDE OF BUILDING
- EXISTING ROOF ACCESS LADDER AND HATCH TO REMAIN
- NEW 24HR TRASH ENCLOSURE WITH COVER, UNDER SEPARATE SUBMITTAL AND PERMIT. ENCLOSURE SHALL HAVE A FLOOR DRAIN THAT MELL DRAIN TO THE GREASE INTERCEPTOR. TRASH ENCLOSURE IS REQUIRED TO BE SPRINKLERED

SITE LEGEND

INDICATES COMPLIANT ACCESSIBLE PATH OF TRAVEL FROM PUBLIC WAY AND FROM PARKING STALL TO BUILDING ENTRANCE, CONTINUING WALKWAY AT MIN. WIDTH WITH NO ASHIFT CHANGES IN LEVEL. SEE MAX SLOPE IN DIRECTION OF TRAVEL AND SEE MAX CROSS SLOPE.

ERA ARCHITECTS

Lizette@ERAarchitects.org
805.824.4188
OXNARD CA

LICENSED ARCHITECT

LIZETTE ELNES
C-34100
EXP. 12/31

PEARL ISLAND SUSHI & GRILL

RESTAURANT TENANT IMPROVEMENT

2335 N. OXNARD BLVD.
OXNARD, CA 93036

THREE DRAWINGS, SPECIFICATIONS AND OTHER DOCUMENTS WHICH ARE HEREBY REFERENCED BY THESE DRAWINGS AND WHICH ARE RESERVED, AND SHALL NOT BE USED ON ANY OTHER WORK OR PROJECT EXCEPT BY WRITTEN AGREEMENT WITH THE ARCHITECT.

SCALE: AS SHOWN

PROJ. NO.: 240706

DRAWN BY: LE

COVER SHEET & SITE PLAN

A1.0

SHEET X OF XX

COMMUNITY WORKSHOP

Monday, July 20, 2026

The attached documents have been submitted by the applicant for the following item:

- 2. PROJECT NAME: Maulhardt/Stiles Northeast Community Specific Plan Sub-Neighborhood Plan; PLANNING AND ZONING PERMIT NOS. 21-630-01 (Specific Plan Amendment), 21-620-04 (General Plan Amendment), and 21-300-01 (Tentative Map); East Village Neighborhood**

A request to create a Sub-Neighborhood Plan within the Northeast Community Specific Plan. The proposed Sub-Neighborhood Plan would create a framework for the future subdivision and development of up to 950 residential units, 40,000 square feet of commercial development, and 12.9 acres of park space, associated streets, pedestrian pathways, and bicycle facilities located on the northeastern corner of Rose Avenue and Camino Del Sol. Specific future development of structures would be subject to City review at the time of the application. An Environmental Impact Report has been prepared pursuant to the California Environmental Quality Act (CEQA) Guidelines to review project impacts.

Applicant: Tanner Shelton
City Contact: Joe Pearson II, Case Planner

Phone: (805) 654-6977
Phone: (805) 385-8272

For additional project information, please direct your inquiry to the listed contacts, or call the Planning Division at (805) 385-7858

Para información en español, favor de llamar al (805) 385-7858



SUB-NEIGHBORHOOD PLAN

Oxnard Northeast Community Specific Plan Update
Maulhardt/Stiles Family Property



Prepared for: Maulhardt/Stiles Families (c/o: Parkstone Companies)
& the City of Oxnard | July 2024



Table of Contents

NECSP SUB-NEIGHBORHOOD PLAN

Chapter 1: The Vision

1.1	Context and Intent	6
1.2	The Neighborhood Framework	8
1.3	The Neighborhood Vision	10
	A. The Heart of a New, Walkable Neighborhood	10
	B. East Village Park Edge	14
	C. Neighborhood Edge	16
	D. High School Edge	18
	E. Rose Avenue Edge	20
	F. Southwest Neighborhood	22
	G. Illustrative Plan with Building Footprints	25

Chapter 2: Design Standards & Guidelines

2.1 General	28
2.2 Administration	30
2.3 Subdivision Standards	34
2.4 Regulating Plan & Zones	36
2.5 Allowed Uses	40
2.6 Building Standards	42
2.7 Building Frontages	66
2.8 Parking	74
2.9 Thoroughfares	84
2.10 Parks	100
2.11 Utility Placement Standards	104
2.12 Glossary	106

Chapter 3: Implementation

3.1 Implementation	110
--------------------------	-----

1 The Vision





This Chapter Covers:

1.1 Context and Intent	6
1.2 The Neighborhood Framework	8
1.3 The Neighborhood Vision	10
A. The Heart of a New, Walkable Neighborhood.....	10
B. East Village Park Edge	14
C. Neighborhood Edge.....	16
D. High School Edge	18
E. Rose Avenue Edge	20
F. Southwest Neighborhood	22
G. Illustrative Plan with Building Footprints	25

1.1 Context and Intent

A. Context and Intent of this Plan

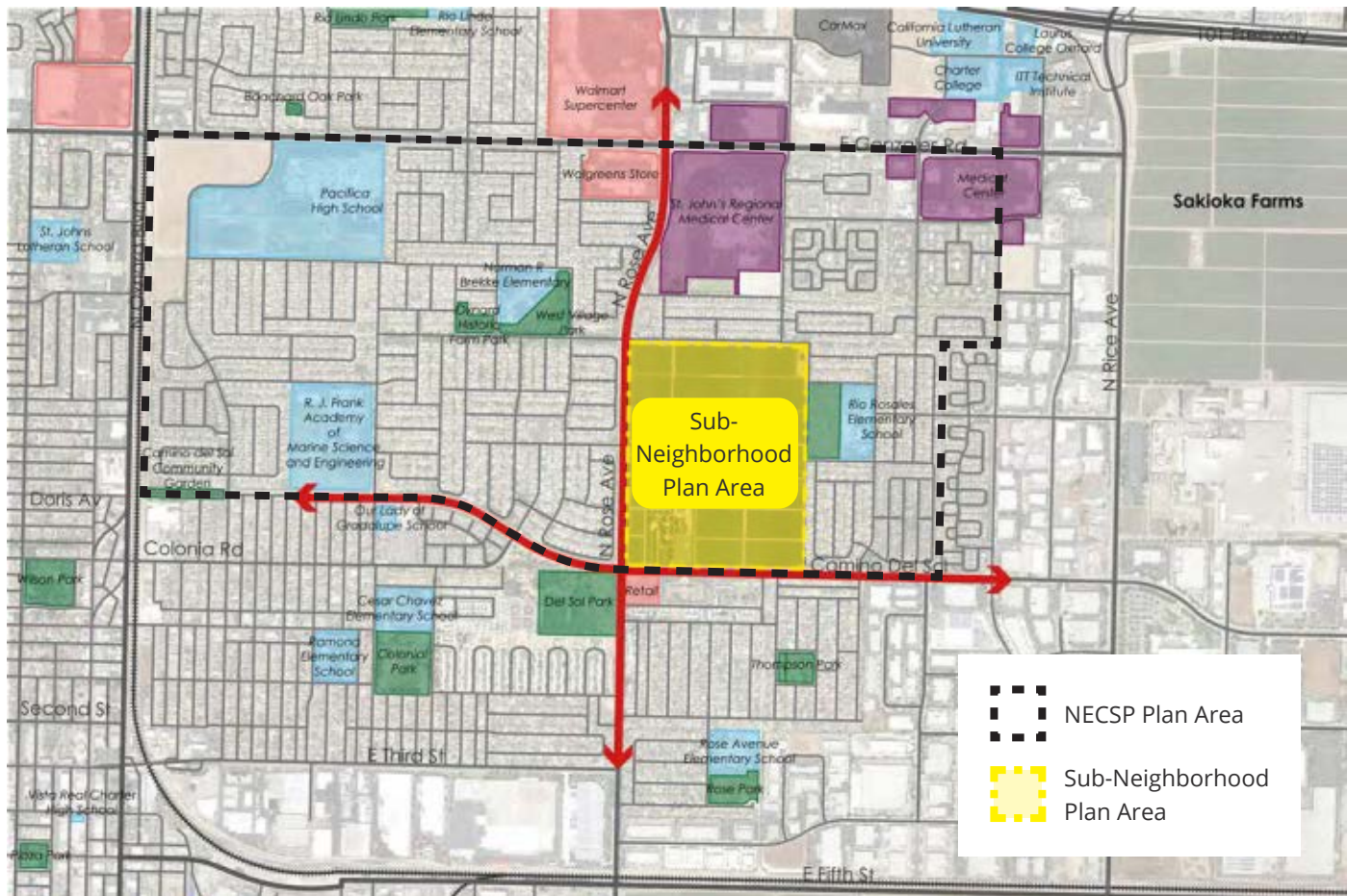


Figure 1.1.A: Plan Area Context

The Maulhardt/Stiles Family property is the last remainder of Oxnard's "inner-city" agricultural ranches, originally set up in the early 1900s. It is now surrounded on all sides by residential neighborhoods built in the past 20 to 40 years, with a number of schools, shopping centers, parks, and St. John's Regional Medical Center within a 10-minute walk. Office and industrial employment districts are within a 10-minute bike ride or very short drive on local streets. Surrounded by housing, this remainder Ranch parcel has become much less efficient and less viable for agricultural use, as the impacts of truck traffic and agricultural spraying

on nearby residential areas and Rio Rosales Elementary School present on-going challenges. Therefore, this area has been identified by the City, community, and Maulhardt/Stiles Family as an opportunity for new development.

The Northeast Community Specific Plan (NECSP), last updated in 2003, identified an early vision for this remaining large undeveloped area. This Sub-Neighborhood Plan further refines this vision and amends the Specific Plan according to the more recently updated vision of the 2030 General Plan as well as further City and community input.

B. Accomplishing the City and Community Vision

The 2030 General Plan identifies this site as an opportunity to provide public uses as well as an “Urban Village.” As an Urban Village, it is to be “characterized by a mix of land uses, transit accessibility, pedestrian orientation, and neighborhood identity” (Goal CD-7). This Sub-Neighborhood Plan accomplishes this vision by guiding the integration of the following elements:

Walkable, Bikable Neighborhood Fabric

The framework for the Plan Area will connect the new housing, high school, and limited amount of commercial use to the surrounding neighborhoods, commercial, recreational, educational, and employment amenities by all modes—including walking, biking, driving, and transit. Complementing this connected network, the variety of housing types are designed to provide a very cohesive, pedestrian-friendly, human scale, and comfortable neighborhood environment.

Variety of Housing

This site will provide a variety of for-sale and for-rent housing that meets the needs of families of many sizes, types, and means. The North and Southwest Neighborhoods, Areas A and C respectively (shown in Figure 1.1.B, are planned as new neighborhoods that will include single-family detached homes, single-family attached homes, and multi-family housing of several types, including affordable housing that will serve some of Oxnard’s lower-income working families.

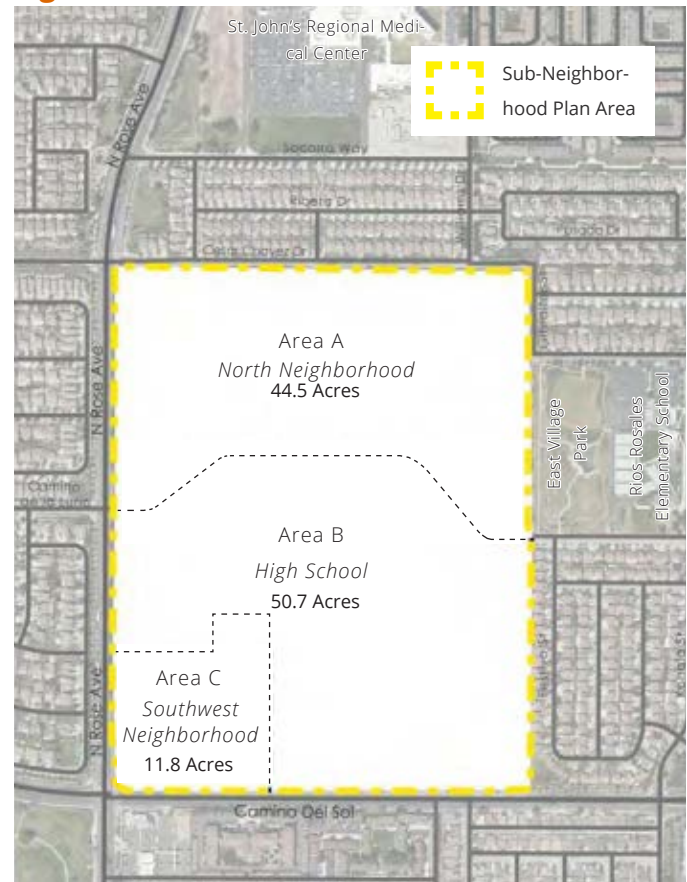
Sensitivity to the Existing Context

The basic planning principles for the new residential areas will be similar to those that guided the development of surrounding neighborhoods, promoting a comfortable neighborhood ambiance and sense of community. This Plan will ensure that the scale, massing, and design of new housing, neighborhood-serving commercial uses, and public open spaces connect seamlessly and appropriately to existing adjoining neighborhoods.

Open Space

This Plan Area will include a variety of open spaces for gathering and recreation. The existing East Village Park will be expanded approximately 5-acres westward into this site, to better serve the wider community and feature active recreational uses, such as soccer fields. More intimate spaces within the neighborhood, such as a Central Green, will act as the outdoor living rooms of the neighborhood, providing for gathering, play, and events.

Figure 1.1.B: Plan Area Context



A New High School

The Maulhardt/Stiles family, through extensive collaboration with the Oxnard Union High School District, has made Area B of the Plan Area (shown in **Figure 1.1.B**) available for a much-needed new high school.

1.2 The Neighborhood Framework



A walkable, traditional street and block framework will host a variety of housing to meet the needs of families of many sizes, types, and means. (Precedent image from Hercules, CA)

A. The Illustrated Vision

This Plan presents a conceptually illustrated, physical manifestation of the goals, planning principles, community priorities, and key outcomes described by the Specific Plan, General Plan, and the Vision for a More Livable Community—cited in the Specific Plan. It demonstrates how this undeveloped site can be organized to create a new neighborhood that fits in and delivers the desired outcomes within the limited water allocation. Through a number of iterations with the Maulhardt/Stiles Family and the City of Oxnard, the framework illustrated in **Figure 1.2** was chosen as the “Preferred Alternative.” The intent is to provide livable, pedestrian-oriented neighborhoods with a variety of housing types, parks, and a school in close proximity to jobs and commercial amenities.

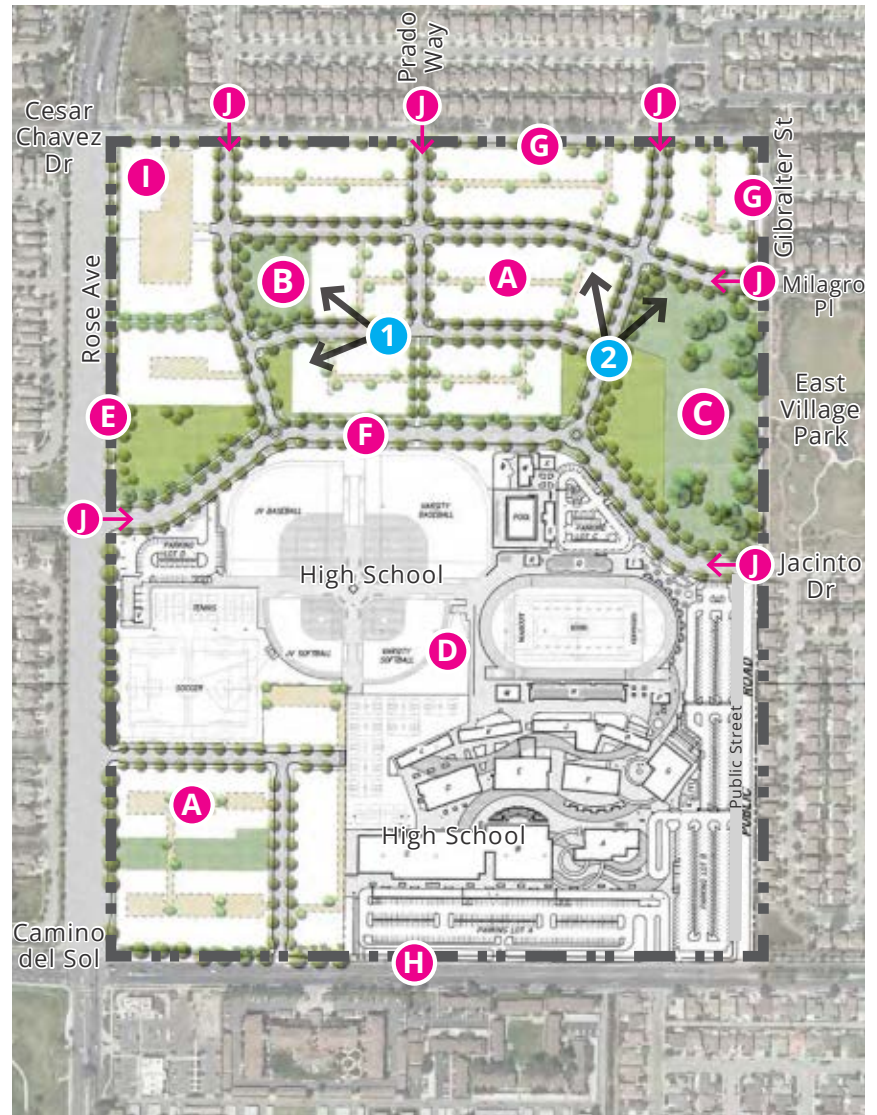


1 Beautiful, walkable, bikable streets that lead to green open spaces.



2 Active edges of the westward expansion of the existing East Village park, serving the wider community.

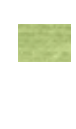
- A** **General Neighborhood Fabric:** A human-scale network of streets and blocks make a new, walkable neighborhood.
- B** **West Green:** A neighborhood-serving gathering space near the heart of the North Neighborhood.
- C** **East Village Park extension:** A westward expansion of the existing East Village Park, serving the wider community.
- D** **High School:** A campus including school buildings and athletic fields, some of which will provide public access.
- E** **Rose Avenue Improvements:** In addition to streetscape improvements, Rose Avenue will have a tree-lined multi-use path which ties together its residential, commercial, and high school frontage.
- F** **Jacinto Drive:** A comfortable walking and biking connection between Rose Ave, East Village Park, the neighborhoods, and the school.
- G** **Neighborhood Edge:** New housing will transition seamlessly to the existing neighborhoods along Cesar Chavez Dr and Gibraltar St.
- H** **Camino del Sol:** Pedestrian and bicycle improvements connecting to Del Norte Blvd to the east and central Oxnard to the west.
- I** **Commercial Opportunity:** Potential for a limited amount of commercial use accessible to the community by multiple modes of transportation.
- J** **Neighborhood Connections:** Calm neighborhood streets form a connected, walkable, bikable network with existing neighborhoods.

Figure 1.2: Illustrative Plan

 **Sub-Neighborhood Plan Boundary**

 **New Blocks:** Human-scale blocks make up new neighborhood fabric.

 **Parks:** Neighborhood- and community-serving public green spaces.

 **Pocket Parks:** Small parks which can double as opportunities for water retention and/or detention as needed.

 **Alleys**

1.3 The Neighborhood Vision

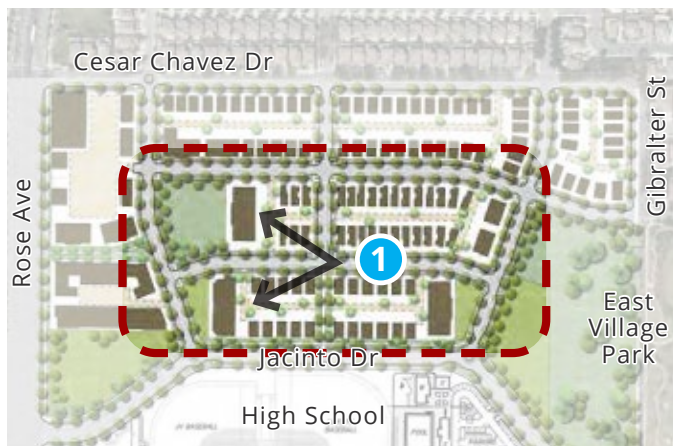


1 Example neighborhood street leading to a park.

A. A New, Walkable Neighborhood

The plan's framework of streets and parks is intended to provide connectivity and variety of experience in the public realm, maximizing walkability, providing multiple route choices, and generating long-term value and development

Figure 1.3.A.1: The Heart of the North Neighborhood



flexibility. The neighborhood streets will serve as comfortable outdoor spaces which accommodate multiple modes of transportation and host a variety of housing types, from single family houses up to podium buildings. Key locations and amenities such as the West Green (described further on the following spread) offer opportunities for attached and multifamily types. For example, rowhouses, and multiplexes (see *Sections 2.6.5 and 2.6.6*, can bring more front doors, increased activity, greater spatial definition, and heightened security to the West Green. Neighborhood streets (see *Section 2.9.8*) are designed to unite this variety of housing types in a coherent, beautiful public realm.

Alleys support the walkability and flexibility of the neighborhood. Alleys provide vehicular access for parking, services, and deliveries, freeing up the street side of the house to be a true, welcoming front, rather than dominated by driveways and utilities. Furthermore, street parking capacity increases in the absence of front driveways. The parking and access efficiency afforded by alleys is all the more important with the growing presence of Accessory Dwelling Units.

Neighborhood Streets
form a coherent and flexible block network which can host a variety of housing types. See Sections 2.9.8 and for standards and guidelines.



Engaging and Varied Private Frontages
frame the streets and spaces of the neighborhood and form an attractive and functional transition between public and private realms. See Section 2.7 for standards and guidelines.



Alleys enable streets to be free of garages and driveways, allowing the fronts of homes to be beautiful and welcoming. Alleys, by nature, carry less traffic and at lower speeds than streets; they therefore can act as safe outdoor playgrounds for kids and families to enjoy. See Sect 2.9.10.



1.3 The Neighborhood Vision



Figure 1.3.A.2: Illustrative Plan of the West Green Area in the North Neighborhood

The West Green Serves as the Focal Point in a Network of Neighborhood Greens

The West Green in the North Neighborhood will serve as an intimate focal point and gathering space for this new neighborhood, with multiple streets and paths leading to it. Most of the circulation throughout the site, however, is part of a greater network of green spaces of varying sizes and configurations, encouraging outdoor activity and healthy living. This network makes use of pedestrian-only pathways, or paseos, which increases neighborhood safety, improves comfort for children and other pedestrians, and helps reduce automobile noise levels throughout the neighborhood.

- A** **The West Green:** *This open area for play and events can feature a stage.*
- B** **Less Formal Pocket Parks:** *Other green spaces will be suitable for more relaxed outdoor enjoyment as well as helping storm water percolate back into the ground.*
- C** **Allées:** *Tree-lined gravel paths and gathering spaces for walking and other outdoor activities (see [Section 2.9.11](#)).*
- D** **Intimate Gathering Spaces:** *Smaller, comfortable outdoor rooms can be defined for lounging and socializing.*
- E** **Paseo:** *Landscaped pedestrian-only paths connect through long blocks, providing convenient and safe walkways to bring children to the high school grounds just south of the North Neighborhood.*
- F** **Green Buffers:** *A Multi-Use Path will line Rose Avenue and Jacinto Drive that defines the western and southern edge of the North Neighborhood. Landscaping between the multi-use path and private frontages will provide an opportunity to plant a lush, green buffer to shield homes from street noise.*



A Concert Park in Playa Vista is a good example of an open area for play and events, featuring a stage for performances.



B Tree-lined gravel paths and gathering spaces



E Paseos provide green, car-free corridors to walk or bike through blocks.

A variety of spaces defined within the green can offer opportunities for socializing, dining, events, and play. While the East Village Park serves the wider community, this more intimate gathering space brings value to the heart of the new neighborhood and serves as its outdoor living room along Milagro Place.

Milagro Place continues through the site, but receives dedicated bike lanes to encourage increased outdoor activity and decreased car dependence (see **Section 2.9.8**). In fact, almost every street within the neighborhood will receive bike lanes, completing the active transportation connection from Rose Ave to the expanded East Village Park, which will be described in the following spread.



Neighborhood Street section: Every neighborhood street will receive dedicated bike lanes to encourage outdoor activity.

1.3 The Neighborhood Vision



1 East Village Park extension: A westward expansion of the existing East Village Park, serving the wider community.

B. East Village Park Edge

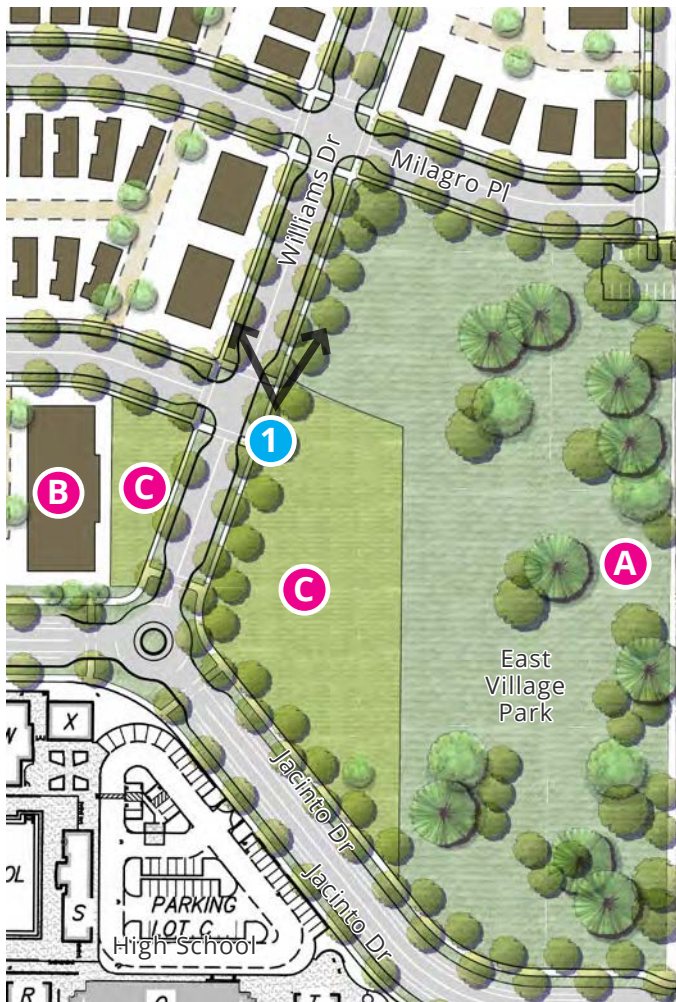
The existing East Village Park lies to the east of the North Neighborhood (Area A), next to Rio Rosales Elementary School. This Plan proposes an approximately 5-acre westward expansion of the existing park into the North Neighborhood to create a larger, unified community-serving park. This park will connect the existing residential neighborhoods to the North Neighborhood, while forming a transition between existing homes and the housing variety of the new neighborhood. In addition to providing active programming, such as sports fields, the park should be wrapped by tree-lined paths—or allées—and gathering spaces for walking, jogging, casual bike-riding, dining, games, and other outdoor activities (see *Section 2.9.11*). These intimate paths and spaces form a transition between the park and the new housing and an amenity for all nearby residents.

This Park has the opportunity to provide for community needs as identified by the City of Oxnard's Parks and Recreation Master Plan, such as soccer. Uses here should be programmed in coordination with what publicly accessible uses will be provided by the new high school and what is

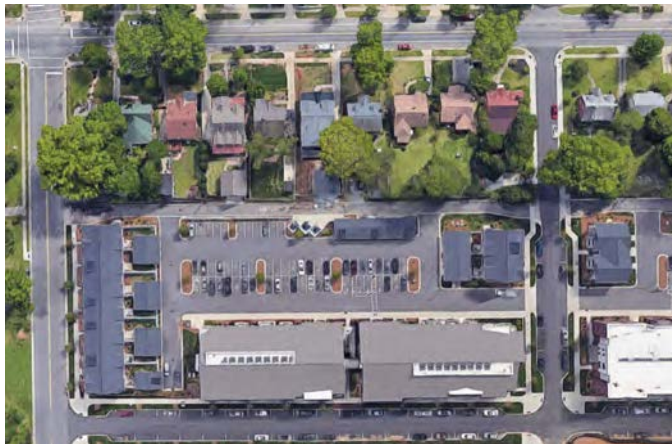
already being provided in the existing East Village Park. The design of the park should provide flexibility, allowing multiple uses and programming that can adapt to needs over time. As previously described, flexible-use allées can wrap the park. These can link into the surrounding pedestrian and biking network, especially on Jacinto Dr, whose bike lanes will connect to a multi-use path on Rose Avenue.



An allée of trees creates spatially enclosed outdoor rooms for gathering and play. Such spaces would work well on the East Village Park edge.

Figure 1.3.B: East Village Park Edge

Higher intensity types could line East Village Park and Milagro Place and transition at the alley to single family homes.



Rowhouses, multiplexes, and walk-ups can face key amenities while still transitioning elegantly to detached houses.

Housing Frontage

The west edge of East Village Park provides an opportunity for a mix of residential types. Such types, including single-family, rowhouses, multiplexes, and podium buildings (see **Sections 2.6.5 through 2.6.8**), depending on the location in the Regulating Plan. These buildings should take advantage of their location by having multiple balconies and large windows in the upper floors, overlooking the park. Their ground floor private frontages will provide intimacy and create semi-private outdoor spaces such as porches, dooryards, stoops, and courts. The large green space forms a transition from these housing types to the school and existing neighborhood.

- A** **Park extension:** Featuring publicly-accessible, much-needed recreational uses, integrated with the existing park.
- B** **Building frontage:** Higher-intensity residential types can front onto East Village Park.
- C** **Green infrastructure:** These open green spaces can be engineered and landscaped to more easily allow stormwater to infiltrate into the ground, forgoing the need for costly underground drainage systems.



These walk-up apartments in Riverpark overlook a large green space, framing it as an outdoor room.

1.3 The Neighborhood Vision



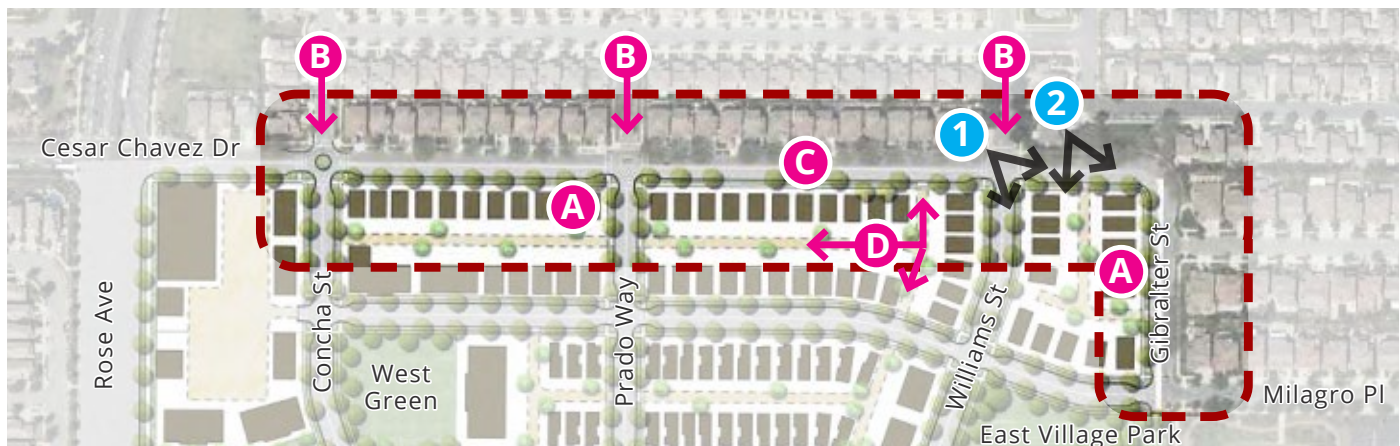
Existing Condition: Views of the streetscape and housing along the north edge of Cesar Chavez Drive as it exists today.

C. Neighborhood Edge

A key feature of this new neighborhood is that it will transition seamlessly to the existing neighborhoods, and this is especially important along Cesar Chavez Dr and Gibraltar St. Along these northern and northeastern edges of the site, residential types should be similar in scale and form to the existing single family homes, creating a sensitive and harmonious transition to the surrounding neighborhood (See *Section 2.4.5* for Standards). Furthermore, these streets will serve as a Bicycle Boulevard with improved mini-roundabouts, creating a pedestrian- and bike-friendly route to the expanded East Village Park (see *Section 2.9.7*).

- A** New Homes are massed and scaled to relate to the existing context.
- B** Neighborhood Connections link the new and existing communities.
- C** Cesar Chavez Dr and Gibraltar St improvements create a pedestrian and bike-friendly route.
- D** Alleys are encouraged to free front of houses of garages and driveways

Figure 1.3.C: Neighborhood Edge Illustrative Plan



- 1** Contextual Massing and Frontage: New homes will present welcoming fronts onto the street, establishing a rhythm similar to existing homes on the other side of the street. Houses at corners present two welcoming frontages to the street.



- 2** Frequent windows and entries from homes and ADUs. The use of alleys can reduce interruptions of the sidewalk, as each home does not require its own individual driveway from the street. Where alley entries occur, the street frontage will still be attractive and active.



1.3 The Neighborhood Vision



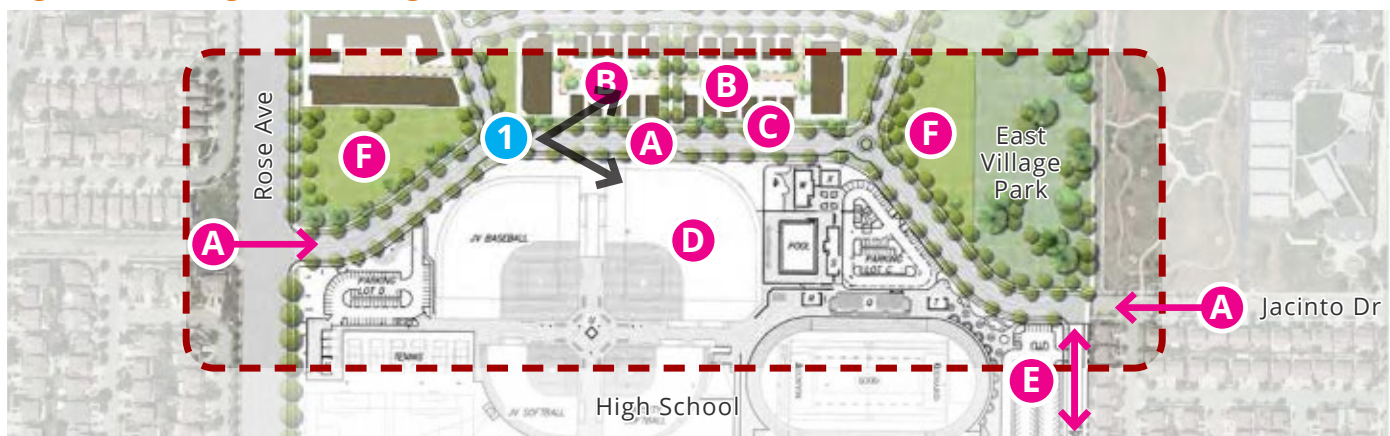
1 Jacinto Drive Section: including bike lanes, parking lane tree planters, a wide parkway, and comfortable sidewalks.

D. High School Edge

The south edge of the North Neighborhood fronts Jacinto Dr, which separates the residential neighborhood from the High School sport fields. Jacinto Drive is envisioned as a connection from Rose Ave, with a multi-use path along the north side of the street curving through the Sub-Neighborhood Plan Area and into the existing neighborhoods to the east. It is likely that most housing fronting Jacinto Dr will be lower intensity types. A north-south street to the east of the high school will complete the neighborhood network, connecting from Jacinto Dr to Camino del Sol. This will provide access to the high school and reduce the traffic load on nearby streets.

- A** Jacinto Drive will be a multi-modal connection into the neighborhood.
- B** Lower Intensity Housing Types will occupy most of the high school edge.
- C** A Multi-Use Path runs beside a green buffer located along the north side of Jacinto Drive
- D** High School Athletic Fields, some of which will provide public access
- E** Street Connection to Camino del Sol: A new street connects from Jacinto Dr to Camino del Sol.
- F** Pocket Parks and Stormwater Management: Any space required for stormwater management can serve as a pocket park and welcoming gateway.

Figure 1.3.D: High School Edge Illustrative Plan



Multi-Modal Connection:

Creating a comfortable walking and biking route between Rose, the park, neighborhoods, and the school, reducing traffic impacts on other streets.

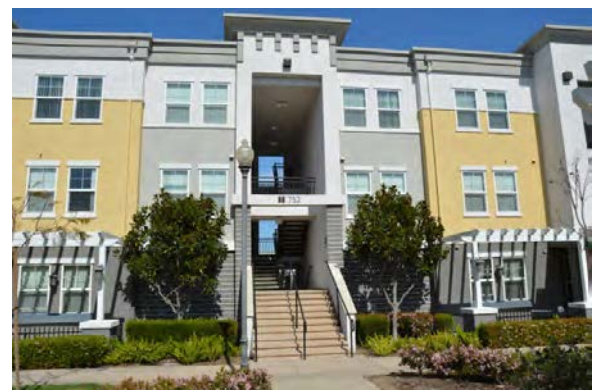
Mini-roundabouts will help to calm traffic, bringing safety for all modes.

**Single Family Detached and Attached Units**

may primarily face the north-south neighborhood streets, with their sides facing the high school.

**Higher-intensity Multi-family types:**

Higher intensity multi-family types are appropriate near East Village Park and near the Rose Avenue edge, which is described on the following spread.



1.3 The Neighborhood Vision

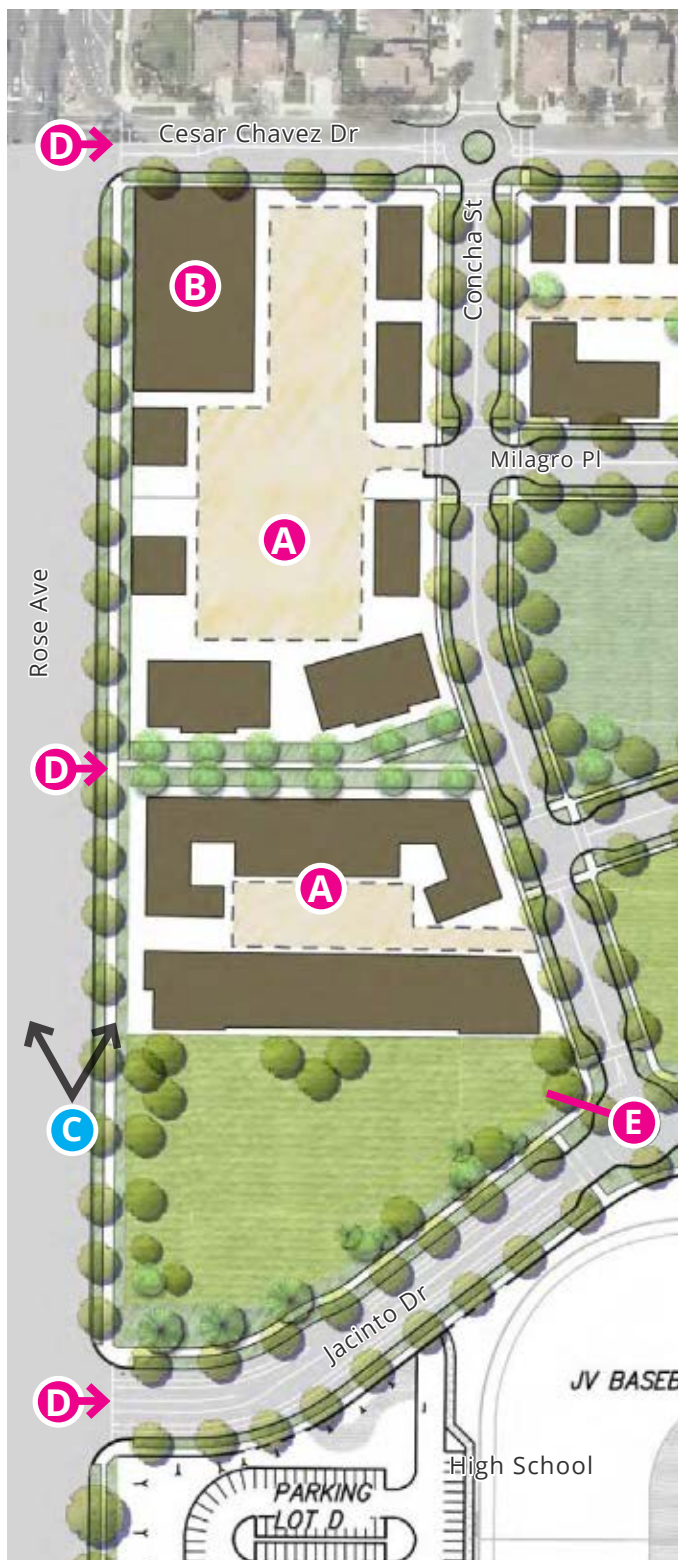
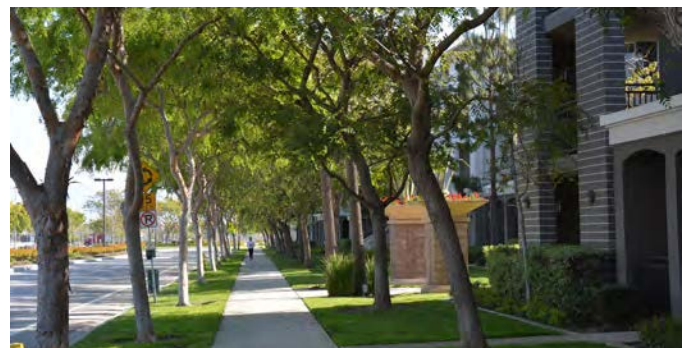


Figure 1.3.E: Rose Ave Edge Illustrative Plan

E. Rose Avenue Edge

Rose Avenue is one of Oxnard's primary north-south thoroughfares, and the General Plan envisions it as part of a city-wide network of scenic corridors (2030 General Plan Background Report). The design of scenic corridors requires careful attention in order to protect the scenic values of the area, and they are to feature a 30'-wide "landscaped buffer" (General Plan CD-9.4). The General Plan has also identified Rose Ave as needing an expansion to 6 lanes in order to accommodate high levels of traffic. By carefully designing a new east edge for this scenic corridor, and thoughtfully choosing the types of buildings and the manner in which they face Rose, it will be possible to enhance the appearance of Rose Avenue while creating value for the new residents in Areas A and C.

- A** Housing along Rose: a good setting for new higher intensity multi-family types
- B** Commercial Corner Opportunity: a small neighborhood-serving commercial center
- C** Scenic Corridor with a Multi-Use Path to provide an active transportation link to destinations along Rose Ave
- D** Neighborhood Connections: Even where no vehicular access is possible, pedestrians, cyclists, scooters, etc. can access the walkable neighborhood network.
- E** Corner of Jacinto Dr and Concha St: The west corner of this intersection is highly visible and terminates multiple vistas. The landscaping and any monument or signage here should engage the public realm and meaningfully terminate views.



The multi-use path along Rose Ave will be lined with trees like this example in Riverpark, Oxnard.

A Housing along Rose

Rose Avenue is a good setting for new higher intensity housing types, such as multiplexes, walk-ups, and podium buildings (see *Sections 2.6.6, 2.6.7, and 2.6.8*). From a sustainable mobility perspective, this enables more residents to be close to the bike lanes and bus lines of Rose Avenue. Door yards, a parkway strip, bike lanes, and frontage lanes (where possible) can transition between the busy street and private realm, making residences feel at home on a major thoroughfare.



B Commercial Corner Opportunity

The intersection of Cesar Chavez Dr and Rose Ave—a focal point identified by the NECSP—offers an opportunity to insert a small neighborhood-serving commercial center which would be conveniently accessible by multiple travel modes along Rose Avenue. The existing retail and restaurants along Gonzalez Road, shown to the right, demonstrate how commercial buildings can actively line the street, shielding the parking lot from the public right-of-way.



C Scenic Corridor with a Multi-Use Path

While frontage types and building uses vary along Rose Avenue, the 30' landscaped buffer of the scenic corridor can work to unite the frontage. The buffer will feature a tree-lined multi-use path, which links this new neighborhood and high school to retail, restaurants, jobs, other homes, institutions, and recreation along Rose Ave. Paseos can lead from this path into the site, breaking up long blocks and increasing access and walkability.



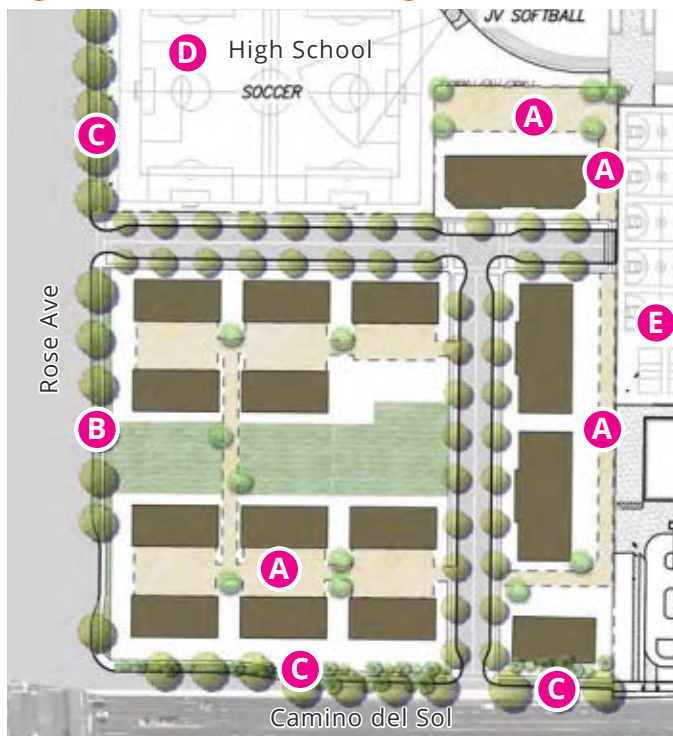
1.3 The Neighborhood Vision

F. Southwest Neighborhood



Southwest Neighborhood (Area C) will be a good opportunity for multifamily housing types such as multiplexes and walk-ups (see Sections 2.6.6 and 2.6.7).

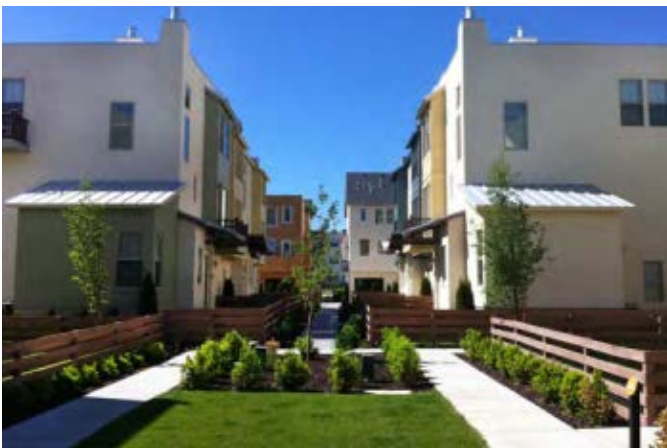
Figure 1.3.F: Southwest Neighborhood



- A** **Alleys:** Alleys run along the site edge so that housing can face neighborhood streets rather than the school security fence. Alleys access the center of the large block to allow housing to face Rose Avenue, Camino del Sol, and the neighborhood streets.
- B** **Multi-Use Path:** Bicycle, pedestrian, and vehicular connections to Rose Avenue and Camino del Sol.
- C** **Linear park/landscaping:** Enhances the public realm and provides a buffer against Camino del Sol.
- D** **New High School:** Proposed high school bounds the Southwest Neighborhood on the north and east sides.



A variety of housing will serve residents in the Southwest Neighborhood.



Paseos provide intimate, enjoyable routes through blocks.



A neighborhood park lined with multiplex apartments increases safety through passive community surveillance, or “eyes on the street.”

Neighborhood Fabric

The Southwest Neighborhood will provide more neighborhood fabric, including housing and potentially commercial use at the corner of Rose Ave and Camino del Sol. It will feature a small neighborhood with the walkable neighborhood qualities of the North Neighborhood. This housing will be within walking distance of Del Sol Park as well as commercial and institutional uses along Camino del Sol. Multifamily housing types, such as multiplexes and walk-ups (see *Sections 2.6.6 and 2.6.7*), will achieve the intensity and character needed to take advantage of this location.

Walkable Network

While this site is small, it must be broken down into multiple blocks for the pedestrian and cyclist in order to provide route choice, variety, and walk- and bike-ability. A paseo can connect through a large block as shown in Figure 1.3.F. Furthermore, the network should link into the proposed pedestrian and bicycle facilities of Camino del Sol and Rose Avenue. This framework takes advantage of the city-wide active transportation network and provides comfortable access to bus stops along Rose Avenue.

Space for Gathering and Play

High quality open spaces are crucial to this pedestrian-oriented neighborhood. A small green or pocket park serves as an intimate outdoor room, appropriately-scaled for the neighborhood and its residents. It can host events, playgrounds, a gazebo, or a series of spaces that vary in vegetation and hardscaping to satisfy different needs. It can become an iconic marker for the small neighborhood.

1.3 The Neighborhood Vision

Southwest Neighborhood (Cont.)

Camino del Sol frontage

The Southwest Neighborhood is bound on its southern edge by Camino del Sol. Camino del Sol is a collector street—or minor arterial street—connecting to Del Norte Blvd to the east and central Oxnard to the west. The recently updated plan for Downtown Oxnard includes pedestrian and bicycle improvements intended to better connect to Colonia Road and to A Street. A Street is the historic main shopping street of Downtown Oxnard, just over 1 mile (or a 10 minute bike ride) from the Southwest Neighborhood of the Maulhardt Ranch. Accordingly, active transportation improvements to Camino del Sol are proposed, including bike lanes and new sidewalks.

In the Southwest Neighborhood, landscaping along Camino del Sol will provide a transition from the relatively busy street to the intimate dooryards and porches of new homes. Alleys and shared parking within the block will allow housing to present attractive fronts and sides to Camino del Sol.



Any required stormwater retention and detention space along Camino del Sol can also serve as a playground and gathering space.



2- to 4-story multifamily types can support the Southwest Neighborhood vision.



Multifamily types can face a linear park along Camino del Sol.

G. Illustrative Plan with Building Footprints

Figure 1.3.G: Illustrative Plan with Building Footprints



-  Plan Boundary
-  Parks
-  Pocket Parks
-  Alleys
-  Building Footprints

Figure 1.3.G displays the entire Plan Area with schematic building footprints, illustrating how new buildings are intended to line the streets. *Chapter 2* establishes the standards which ensure a similar pattern to the one shown here while maintaining flexibility for a range of potential outcomes which achieve the vision of this Chapter.

2 Design Standards & Guidelines





This Chapter Covers:

2.1 General	28
2.2 Administration	30
2.3 Subdivision Standards.....	34
2.4 Regulating Plan & Zones.....	36
2.5 Allowed Uses	40
2.6 Building Standards	42
2.7 Building Frontages.....	66
2.8 Parking.....	74
2.9 Thoroughfares	84
2.10 Parks	100
2.11 Utility Placement Standards.....	104
2.12 Glossary.....	106

2.1 General

2.1.1 Title

This Chapter is known, cited, and referred to within this Sub-Neighborhood Plan as the “Code.”

2.1.2 Applicability

This Chapter applies to all land, structures, and uses within the Sub-Neighborhood plan area. However, property owned and maintained by the school district as a high school campus is exempt for the private development standards. It shall be applicable for initial subdivisions and buildout and shall remain applicable to all land development and use within sub-areas A and C thereafter.

2.1.3 Intent

Per Section 10.1 of the Northeast Community Specific Plan, the intent of Sub-Neighborhood plans is “to create distinct neighborhoods that meet the goals and objectives of the NECSP.” The standards and guidelines within this section have been crafted to ensure that the development of the plan area is consistent with not only the goals and objectives of the NECSP, but also with the more specific vision that is described and illustrated in Chapter 1 of this Sub-Neighborhood Plan.

2.1.4 Relationship to the Northeast Community Specific Plan

This Sub-Neighborhood plan implements the general vision of the NECSP. The development standards of this section shall supersede those contained within the body of the NECSP. If there is conflict between the two, the standards of this document shall take precedence. Matters covered by the NECSP, but on which this section is silent shall be governed by the NECSP.

2.1.5 Relationship to the Oxnard City & Fire Codes

Any requirements not covered within this Sub-Neighborhood plan or within the NECSP shall default to those of the Oxnard City Code (OCC) or other applicable City regulations.

In the event of conflicts between the development standards of this section and those of the City’s Building or Fire Code, those of the City’s Building and Fire Codes shall prevail.

All projects shall meet the minimum requirements of the Oxnard Fire Department.

2.1.6 Rules of Construction

The following general rules of construction apply to the text of this code:

- A. Headings.** Section and subsection headings shall not be deemed to govern, limit, modify, or in any matter affect the scope, meaning, or intent of any provision.
- B. Illustrations.** In case of any difference of meaning or implication between the text of any provision and any illustration or photograph, the text shall control, unless the intent of the code is clearly otherwise.
- C. Terms.** Throughout this chapter, the following terminology applies:
 - 1. “Shall” is always, mandatory, and not permissive. “May” is permissive. “Should” is advisory and identifies guidance.
 - 2. The words “includes” and “including” shall mean “including but not limited to...”
 - 3. “Director” means the Community Development Director or their designee.
 - 4. “Plan Area” refers to Areas A, B, & C of the Sub-Neighborhood Plan.
 - 5. “Property”, “lot”, and “design site” are used interchangeably.
- D. Ambiguity.** In cases where the standards within this code are ambiguous, the Director shall have the authority to determine the appropriate application of the standard based on its intent, and on the intent of the Sub-Neighborhood plan (*Section 2.1.3*).

- E. Tenses and Numbers.** Words used in the present tense include the future, words used in the singular include the plural, and the plural includes the singular, unless the context clearly indicates the contrary.
- F. Text and Graphics.** In the case of any conflict in meaning between the text and graphics of this code, the text shall govern.
- G. Conjunctions.** Unless the context clearly indicates otherwise, the following conjunctions shall be interpreted as follows:
 1. "And" indicates that all connected items or provisions apply.
 2. "Or" indicates that the connected items or provisions may apply singly or in any combination.
 3. "Either/or" indicates that the connected items or provisions apply singly but not in combination.

2.1.7 Nonconformities

- A. Nonconformities are subject to Article VI of the Oxnard City Code (OCC).

2.1.8 Standards & Guidelines

The development standards within this code are mandatory. Design guidelines are also provided throughout to supplement and refine the development standards on aspects that are more appropriately described and addressed through qualitative and advisory information rather than quantitative standards. The guidelines are to help implement the intended form and character by serving as a guide for review of development applications.

2.1.9 Development Intensity

Development of this Sub-Neighborhood plan is not limited by density and/or floor area factors applied to individual parcels because the standards of this chapter have been prepared to implement the aggregate amount allowed by the General Plan through the intended physical character described in **Chapter 1**. The maximum amount of development within the Sub-Neighborhood plan area is summarized below.

Table 2.1.9 Maximum Development Potential

Residential	950 units*
Commercial	40,000 gross square feet*

**including the entire Plan Area*

2.2 Administration

2.2.1 Introduction

To the extent possible, the administration of this code is intended to follow the same procedures and requirements as elsewhere in the City. The application process, fees, notice of hearing, date of hearing, decision, notice of decision, effective date, vested rights, finality of decision, appeals, and related procedures and revocation shall be in accordance with the procedure set forth for in Chapter 16 of the Oxnard City Code.

2.2.2 Director Interpretations

A. Authority. The Director has the authority to interpret any provision of this Code. Whenever the Director determines that the meaning or applicability of any Code requirement is subject to interpretation, the Director may issue an official interpretation. The Director may also refer any issue of interpretation to the Planning Commission for their determination.

B. Rules of interpretation.

- 1. Time limits.** Whenever a number of days is specified in the Code, or in any permit, condition of approval, or notice provided in compliance with the Code, the number of days shall be construed as calendar days. A time limit shall extend to 5:00 p.m. on the following working day when the last of the specified number of days falls on a weekend or holiday.
- 2. State law requirements.** Where the Code references applicable provisions of State law (for example, the California Government Code, Subdivision Map Act, or Public Resources Code), the reference shall be construed to be the applicable State law provisions as they may be amended from time to time.

C. Procedure for interpretations.

- 1. Findings, basis for interpretation.** The issuance of an interpretation shall include findings stating the basis for the interpretation. The basis for an interpretation may include technological changes or new industry standards. The issuance of an interpretation shall also include a finding documenting the consistency of the interpretation with the principles contained in the "Vision for a More Livable Community," as adopted by City Council Resolution No. 10,979, as well as the intent of the standard(s).
- 2. Record of interpretations.** Official interpretations shall be:
 - a. Written, and shall quote the provisions of the Code being interpreted, and the applicability in the particular or general circumstances that caused the need for interpretations, and the determination; and
 - b. Distributed to the Council, Commission, Director, City Director, City Attorney, City Clerk, and Department staff. Any provision of this Code that is determined by the Director to need refinement or revision will be corrected by amending the Code as soon as is practical. Until an amendment can occur, the Director will maintain a complete record of all official interpretations to the Code, indexed by the number of the section that is the subject of the interpretation.
- 3. Appeals.** Any interpretation of the Code may be appealed to the Planning Commission in compliance with the applicable requirements.

2.2.3 Project Review

The requirements of this section shall be applicable to the permits and activities listed in **Table 2.2.3-I**. These requirements are supplemental to those found in OCC Sections 16-520, 16-523, and 16-525, respectively. Special Use Permit applications shall be subject to the provisions of Division 3 of the OCC with the exception of OCC § 16.531(C).

A. Intent. This section is intended to provide for a straightforward and predictable review process for new development within the Sub-Neighborhood Plan Area.

B. Review authority. The reviewing authority shall be as identified in Chapter 16, Article VII (Permit Procedures) of the OCC.

C. Applicability. The requirements of this section shall be applicable to Zoning Clearances (ZC), Site Plan Review Permits (SPR), Development Design Review Permits (DDRP). **Table 2.2.3-I** establishes which permit types are required for each activity/development. See OCC Chapter 16, Article VII (Permit Procedures) for further requirements.

D. Project review fee. All planning entitlements shall be subject to fees established by the City Council.

E. Project Application Requirements. The items required on the application forms and required by the City's Development Code (OCC Chapter 16) shall be submitted to the City for project review. As needed, the Director may require the applicant to provide other supporting data. The Director shall not accept an application unless it is accompanied by any required application fee set by resolution of the City Council.

F. Process and Approval. All applications packages shall be reviewed for consistency with the intent and regulations of this Sub-Neighborhood Plan and with the conditions imposed by any other previous approvals, and be either approved, approved with conditions, or denied by the approving authority.

- 1. Recommendation for approval.** If the application is consistent with all applicable standards of this Code and the findings listed in **Tables 2.2.3-II** and **2.2.3-III**, the approving authority shall approve the application, or approve the application with conditions.

Table 2.2.3-I Required Permit Types

Activity	Permit Required
New sign(s) or modification to existing sign(s)	Sign Permit
Changeable copy sign	Minor SUP
Sidewalk dining	SPR
Exterior Improvements	SPR
Site improvements (lighting, landscaping, parking areas, trash enclosure, fencing)	MNMD
Building addition(s) (cumulative) of $\leq 1,000$ or 10%, whichever is greater	MNMD
Building addition(s) (cumulative) of $> 1,000$ or 10%, whichever is greater	DDR
Up to 20% deviation from any standard of this Sub-Neighborhood Plan	SUP
New accessory building	DDR
New House, Side Yard House, Rowhouses, Multiplex, or Outbuilding	DDR
New Walk-up, Podium Building, or Commercial Building	DDR
All projects larger than 1 acre in size (see Table 2.2.3-II for Requirements and Findings)	SUP

Key

DDR	Development Design Review Permit
MNMD	Minor Modification to Underlying Permit
SPR	Site Plan Review Permit
SUP	Special Use Permit

2.2 Administration

Table 2.2.3-II Additional Application Requirements and Findings for Large Sites

Additional Required Submittal Items	Required Findings
<i>Applicable to all projects larger than 1 acre in size</i>	
- A set of plans that demonstrate how all requirements of Section 2.3 (Subdivisions) are met, along with all other requirements of this code that are applicable to the project. This may include: - A site plan which shows the conceptual public realm network within the entire project area, including all streets (showing design speed), paseos, parks, and other public open spaces, including the proposed size, type, and function of each space. - Plans which show the conceptual landscape plan for the public realm, which includes sidewalks, parkways, trees, landscaping, public furniture, fixtures, and amenities within and adjacent to the project site. - Plans which show the proposed subdivision of land into new lots or design sites, all proposed site improvements, and all proposed building footprints, identified by building type (see Section 2.6). - A development program, which lists the building types block by block and indicates the remaining development capacity for the entire Sub-Neighborhood plan area. - Phasing Plan(s) which: - Demonstrate how the subject development will facilitate the orderly build-out of the Plan area based upon economic conditions; - Demonstrate how the subject development will seamlessly integrate with adjacent developed land; - Demonstrate how the subject development will abut adjacent undeveloped land without dead end streets; - Provide for infrastructure improvements to meet the needs of each phase of development.	- The project is consistent with the vision that is described and illustrated in Chapter 1; - The project will not adversely affect or be materially detrimental to such adjacent uses, buildings or structures or to the public health, safety or general welfare. - The site that is subject to the permit shall be provided with adequate sewerage, water, fire protection and storm drainage facilities. - The project complies with all applicable mitigation measures contained in the EIR, Mitigation and Monitoring Program, and other applicable environmental documents; - The project complies with any conditions imposed through any existing Master Plan, subdivision, and land use and/or design review approval(s); - Lot(s) created are legal lots; - The project is consistent with applicable General Plan policies and is in conformance with applicable zoning regulations contained in this Specific Plan and other adopted standards.

Table 2.2.3-III Additional Application Requirements and Findings for All Other Permits

Additional Required Submittal Items	Required Findings
Detailed drawings in plan, elevation, and section which visually describe all physical features associated with the “Activity” requiring a permit per <i>Table 2.2.3-I</i>.	- The project is consistent with the vision that is described and illustrated in Chapter 1; - The project will not adversely affect or be materially detrimental to such adjacent uses, buildings or structures or to the public health, safety or general welfare. - The site that is subject to the permit shall be provided with adequate sewerage, water, fire protection and storm drainage facilities. - The project complies with all applicable mitigation measures contained in the EIR, Mitigation and Monitoring Program, and other applicable environmental documents; - The project complies with any conditions imposed through any existing Master Plan, subdivision, and land use and/or design review approval(s); - The project is consistent with applicable General Plan policies and is in conformance with applicable zoning regulations contained in this Specific Plan and other adopted standards.

2.3 Subdivision Standards

2.3.1 Applicability & Intent

Any future subdivision is subject to the Subdivision Map Act (and applicable Section of the OCC) and the standards of this Section. These standards have been calibrated to ensure that buildout is consistent with the vision for the Sub-Neighborhood plan as described in *Chapter 1*.

2.3.2 Site Standards

All proposed development shall be subject to the following subdivision standards.

A. The area shall be divided into blocks by new, publicly accessible rights of way and open spaces. (Figure 2.3.2.A)

1. New vehicular rights of way shall align with existing streets that surround the plan area, as shown on *Figure 2.3.2.A*.
2. All rights of way shall be provided and designed per the requirements of *Section 2.9*. The one exception to this is a *Close*.¹
 - a. The entirety of any *Close* that is longer than 150 feet must be as wide as the end turnaround required by the Oxnard Fire Department, and must continue through remainder of block as paseo, per the standards of *Figure 2.9.9*.
3. Blocks shall be defined on all sides by streets, except in the cases listed below.
 - a. The area bound by Rose Ave, Cesar Chavez Dr, the southward extension of Concha St, and the park along Jacinto Dr shall be split into smaller blocks by at least one publicly accessible east-west pedestrian and bike connection from Rose Ave to Concha St (see *Figure 2.4 Regulating Plan*), subject to the following:
 - i. This connection shall take the form of either: a Paseo (subject to *§2.9.9*); or a *Close*¹ which provides vehicular access from Concha St to on-site parking, stops short of Rose Ave, and connects to Rose Ave via a Paseo.
 - ii. Vehicular through-access to Rose Ave is prohibited.
 - iii. This connection does not need to be defined at the time of the Master Tentative Tract Map but shall be included in any development application for the area.

- b. In Area C, new lots may attach to (abut) the school property.
 - c. A block may attach to (abut) a park on one side, provided that the attached lots are designed to front the park. See *Section 2.10.3.A*.
 - d. A paseo may divide an oversized block into two so that the resulting two blocks meet the dimensional standards established in *Standard 2.3.2.A.4*. Only one block edge may be a Paseo. Paseos must be designed per the standards and guidelines of *Section 2.9.9* and unrestricted public access through the paseo is required.
4. Blocks shall not exceed a perimeter of 1,400 feet.
 5. Dead-end alleys are prohibited.
 6. Gated communities are prohibited.

B. Zoning and overlays shall be applied to the newly-formed blocks. (Figure 2.3.2.B)

1. Zones and overlays shall be selected only from those established in *Section 2.4*.
2. Zones and overlays shall be applied to plan areas per the requirements of *Section 2.4*.

C. Blocks shall be divided into lots or design sites based on selected building types. (Figure 2.3.2.C)

1. Alleys must provide secondary (rear) access to all Houses on lots which have a width less than or equal to 55 feet, Sideyard Houses, Rowhouses, Multiplexes, and Commercial Buildings. See *Table 2.9.10*.
2. Lot areas and dimensions shall be calibrated to the building types that are allowed in *Section 2.6*.
3. All lots shall front onto a street or public open space.
4. Lots which are adjacent to the central green shall orient toward the central green or to Milgaro Place; lots which are adjacent to the East Village Park extension shall orient toward the East Village Park extension or to Milgaro Place.
5. Through lots shall only be permitted for Walk-ups and Podiums. See *Sections 2.6, and 2.7*.

Notes

- 1 See *Section 2.12 Glossary*

Figure 2.3.2.A - Subdivide Blocks



The above framework illustrates how the plan area is divided into blocks by new rights of way and open spaces and connects to existing streets.

Figure 2.3.2.B - Apply Zoning



Zoning is applied to the newly-formed blocks.

Figure 2.3.2.C - Select & Apply Building Types



Blocks are arranged into lots based on selected building types, and provided with alleys for rear access.

2.4 Regulating Plan & Zones

2.4.1 Zones & Overlay Established

Two regulating zones and two overlay zones are established for this Sub-Neighborhood plan. All development is subject to these Zones and Overlays, and their associated standards throughout this Chapter.

Table 2.4 Allowed Building Types

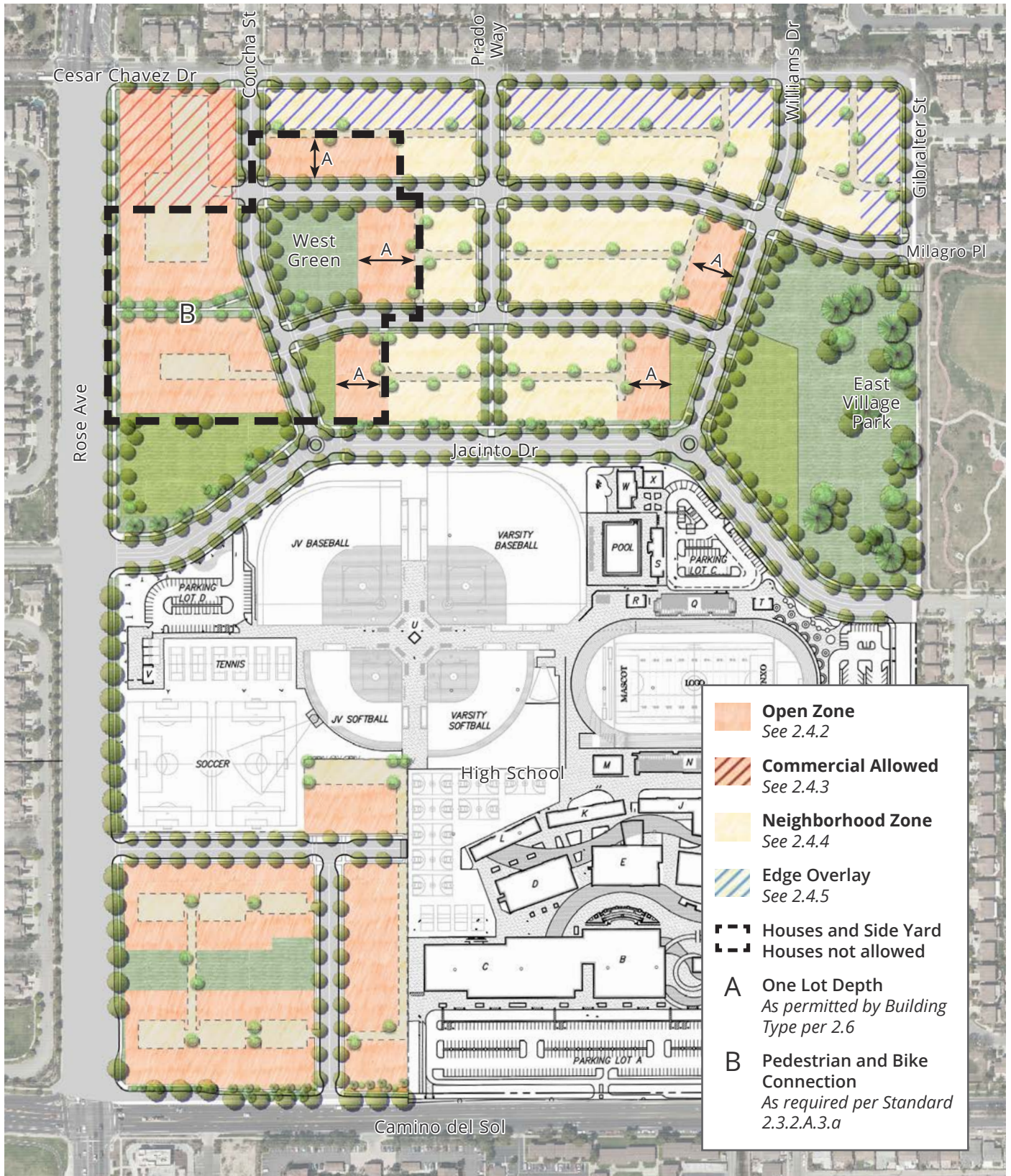
Building Type ¹	Section	Alley Required?	Open	Commercial	Neighborhood	Edge
House	2.6.3	Yes if lot width is ≤ 55'	● ²	●	●	●
Side Yard House	2.6.4	Yes	● ²	●	●	●
Rowhouse	2.6.5	Yes	●	●	●	●
Multiplex	2.6.6	Yes	●	●	●	●
Walk-up	2.6.7	No	●	●		
Podium	2.6.8	No	●	●		
Commercial	2.6.9	Yes	● ³	●		
Outbuilding ⁴	2.6.10	NA	●	●	●	●

Notes

● Allowed

- Multiple building types may be used with a single project. This may result in “mixed-use development” in the Open Zone (including the Commercial Overlay).
- Certain locations only. See Figure 2.4.
- Outside the Commercial Overlay, a Commercial Building Type shall not exceed 1,000 square feet of leasable floor area and shall only be permitted on corner lots that are adjacent to parks.
- Only allowed on a lot with a House.

Figure 2.4 Regulating Plan



2.4 Regulating Plan & Zones

2.4.2 Open Zone

A. Location. See *Figure 2.4*.

B. Intent. The Open Zone is intended to accommodate the entire range of allowable building types within the Sub-Neighborhood plan. Multiple building types and uses may occur within a single project, resulting in a mix of uses and building forms. It is the only zone in which Podiums are allowed. Larger buildings, or portions of buildings, which front the Neighborhood Zone are scaled down - both vertically and horizontally - to create streets with consistent and coherent building patterns. Buildings are close to the public right of way, with active frontages and conspicuous entrances. Sidewalks are wide, and streets are lined with trees.

C. Standards Specific to the Open Zone

1. Houses, Side Houses, and Rowhouses not allowed within the specified area shown on *Figure 2.4*.
2. Commercial Buildings outside of the Commercial Overlay may not exceed 1,000 square feet of leasable floor area, and may only be permitted on corner lots that are adjacent to parks.
3. Any nonresidential uses outside of the Commercial Overlay shall be subject to SUPs per *Section 2.5*.
4. Nonresidential uses within residential buildings shall be subject to SUPs per *Section 2.5*, limited to 750 square feet, and shall be exempt from on-site parking requirements.

2.4.3 Commercial Overlay

A. Location. See *Figure 2.4*. The Commercial Overlay is established within the Open Zone. It shall include:

- The northwest corner of the Plan Area: from Rose Ave. eastward to the southern extension of Concha St., and from and Cesar Chavez Dr. southward 300 feet.

B. Intent. The Commercial Overlay, with its exposure to high volumes of traffic, is intended to enable concentrations of commercial uses that exceed 1,000 square feet. Other building types and uses are also allowed in this Overlay, which may result in a mixed-use development.

2.4.4 Neighborhood Zone

A. Location. See *Figure 2.4*.

B. Intent. The Neighborhood Zone consists of house-scale buildings which contain primarily residential uses. Buildings have active frontages, such as porches, stoops, and dooryards. Garages are typically in the rear of each lot, but where in front, they do not visually dominate. Streets are tree-lined with wide sidewalks. Alleys allow for streets of uninterrupted active and interesting frontages.

2.4.5 Edge Overlay

- A. Location.** The Edge Overlay is established within the Neighborhood Zone along Cesar Chavez Dr. and Gibraltar St. The Edge Overlay extends from the property lines along said streets and extends directly back 100 feet. See *Figure 2.4*.
- B. Intent.** The Edge Overlay is intended to ensure that new development is compatible with existing development across the streets in form, scale, and character.
- C. Standards Specific to the Edge Overlay.** The following development standards are specific to the Edge Overlay, and supplement the other development standards throughout this code.
1. Buildings shall not exceed 2.5 stories (see *Section 2.6.2.K*).
 2. The maximum building length along Cesar Chavez Drive shall be 44', regardless of Building Type.
 3. East of Concha Street, on-site parking may not be accessed directly from Cesar Chavez Dr. Alleys entires are permitted as shown in the Regulating Plan (*Figure 2.4*).
 4. Rowhouses may not contain more than 4 units per building.

- A** Deep break in the wall plane helps achieve a more "house-scale" massing pattern.
- B** A change in roof form helps differentiate the masses below.
- C** A wraparound porch brings activity and visual interest to the side of the house.
- D** Outbuildings that take pedestrian access off of the side street sidewalk help define and engage the side street.
- E** Piers that flank alley entrances can visually narrow the opening, as well as calm traffic.



2.5 Allowed Uses

2.5.1 Introduction

This section includes land use provisions for all properties within the Sub-Neighborhood plan area. Uses not listed in **Table 2.5** shall be prohibited unless the Director can make a finding of similar use. Definitions of the uses are in **Section 2.12 Glossary**. If a word or phrase used in this Chapter is not defined in **Section 2.12 Glossary**, then the definition in Chapter 16 of the Oxnard City Code shall be used. If a word or phrase used in this Chapter is not defined in Section 16-10 of the City Code, the Director shall determine the correct definition, giving deference to common usage. All uses are subject to all applicable development standards, State law, and any other applicable requirements that are beyond the scope of this Chapter.

2.5.2 Special Use Permits

Special Use Permit applications shall be subject to the provisions of Division 3 of the OCC with the exception of OCC § 16.531(C). Home Occupations are allowed pursuant to the OCC and shall not require Special Use Permits.

2.5.3 Maximum Commercial Area

This Sub-Neighborhood Plan and associated environmental documentation has been prepared with an assumption of a maximum of 40,000 square feet of net leasable commercial space. The Community Development Department shall track the amount of permitted commercial space within the Sub-Neighborhood Plan Area, and shall not approve additional commercial space without an amendment to this Sub-Neighborhood Plan and required environmental and traffic analyses. Outside the Commercial Overlay, a Commercial Building Type shall not exceed 1,000 square feet of leasable floor area and shall only be permitted on corner lots that are adjacent to parks.

Table 2.5 Allowed Uses

Use	Open	Commercial	Neighborhood	Edge
Residential				
Residential Uses	P ¹	P ¹	P ¹	P ¹
Recreation, Resources Preservation, Open Space, and Public Assembly				
Community Assembly ≤ 10,000 sq ft	SUP ²	P	---	---
Community Assembly > 10,000 sq ft	---	SUP	---	---
Day care (family, child, adult) < 15	SUP ²	P	SUP	---
Day care (family, child, adult) ≥ 15	---	SUP	---	---
Institution (includes school)	SUP ²	SUP	SUP	---
Public Facilities	SUP ²	SUP	SUP	---
Public Open Space	P	P	P	P
Recreation/Commercial	---	SUP	---	---

Use	Open	Commercial	Neighborhood	Edge
Retail, Service, and Office				
Alcohol ³ , beverage, with food sales (on-site consumption)	---	SUP	---	---
Bed and Breakfast Inn < 12 rooms	SUP ²	P	---	---
Brew Pub, Winery, Tasting Room	SUP ²	SUP	---	---
Grocery Store ⁴ ≤ 1,000 sq ft	SUP ²	P	---	---
Grocery Store ⁴ > 1,000 sq ft	---	P	---	---
Health and exercise center / spa	---	SUP	---	---
Hotel	---	P	---	---
Home-Based Business	HOP	HOP	HOP	HOP
Museum, Art Gallery	---	P	---	---
Office: financial, professional, government, administrative	SUP ²	P	SUP	---
Office, medical	---	P	---	---
Outdoor Dining / Sidewalk Cafe ⁵	SUP	P	---	---
Outdoor Display	---	P ⁵	---	---
Multiplex Motion Picture Theater/Live Theater	---	P	---	---
Restaurant Establishment < 1,000 sq ft ³	SUP ²	P	---	---
Restaurant Establishment ≥ 1,000 sq ft ³	---	P	---	---
Retail ⁴ ≤ 1,000 sq ft	SUP ²	P	---	---
Retail ⁴ > 1,000 sq ft	---	P	---	---
Services, Administrative and Professional, Business Support	SUP ²	P	---	---
Services, Personal	SUP ²	P	---	---
Studio: art, music, dance	SUP ²	P	---	---
Use involving sale of alcohol for off-site consumption	---	SUP	---	---

Key

- P Use allowed by right.
 SUP Use requires approval of Special Use Permit.
 --- Use not allowed.
 HOP Home-Occupation Permit

Notes

- 1 See Table 2.6, which regulates the location of building types.
- 2 Limited to 1,000 square feet.
- 3 Bar allowed if accessory to a restaurant; requires SUP. All "off-sale" alcohol establishments shall be restricted to markets and drug stores where alcohol sales will not be more than 20% of gross sales. Liquor stores and convenience stores will be prohibited from off-sale of alcoholic beverages. Any "on-sale" alcohol establishment (restaurants) shall be limited to operating between hours of 7 a.m. and 11 p.m.
- 4 Does not include smoke shops, tobacco sales, or liquor stores.
- 5 Minimum 6-ft clear path on sidewalk, and subject to issuance of an encroachment permit.

2.6 Building Standards

2.6.1 Introduction

The majority of the private development standards of this code are specific to each building type. These building types are derived from market analyses prepared to inform the Sub-Neighborhood plan. In addition to detached single-family building types, this section describes a number of other, more intense types - some of which might freely intermix with houses. The standards of this section are intended to ensure that all buildings are sized, scaled, and designed to form a cohesive neighborhood, contribute positively to shaping and engaging the public realm, and relate well to the surrounding built environment.

2.6.2 General Standards

This section sets forth standards applicable to all site improvements. See **Table 2.6** for an overview of the allowed building types by zone.

A. Building Types.

1. New construction shall be selected from the building types allowed within the zone.
2. Except for Walk-ups (**Section 2.6.7**) and Podiums (**Section 2.6.8**), only one primary building may be permitted to be constructed per lot, according to the standards applicable to the type.
3. Applicants subject to a Master Plan requirement may not entitle or build one side of a right of way without also entitling the other side.

B. Lots. For the purpose of ensuring the intended pattern described in this Sub-Neighborhood plan, all site plans shall show lot lines around each building regardless of whether or how the parcel is intended to be subdivided ("design sites"). Shown lots and the building(s) that sit on them shall conform to all standards of selected building type. All new lots shall front directly onto a street or public open space.

C. Buildings Orientation.

1. All primary buildings shall orient toward, and take direct pedestrian access off the adjacent street, paseo, or park. No building shall front onto a drive aisle, fire lane, or parking area. No building shall back onto a street, paseo, or park.
2. Street side façades (on corner properties) must be built to the same standard of architectural quality as the front façade, with the same materials and pattern of openings.

D. Building Footprint.

1. **Buildout.** Each permitted building type requires that a specified percentage of the length of the lot be "built-to." This means that the façade of the primary building or outbuilding (in the case of side buildout) must meet the "build-to" line for the specified width. Required side setbacks are exempt.
 - a. Within the Neighborhood Edge Overlay, portions of a façade that are set back 8–10' from the "build-to" line to achieve a house-scale massing pattern (as required in **Section 2.4.5**) shall count toward that lot's façade buildout.
2. **Building Depth.** Building depth is measured from the primary facade to the rear of the primary building, at the furthest point it extends into the lot. The primary building includes any attached garage or tuckunder parking, but it does not include any detached accessory building, such as a detached garage.

E. Encroachments.

1. **Encroachments Past Build-to Lines.** Porches, stoops, dooryards, and balconies may encroach up to 10 feet past build-to lines, provided that a distance of at least 5 feet is maintained to the back of sidewalk. Steps may encroach all the way to back of sidewalk; staircases to outbuildings may encroach all the way to back of sidewalk (see **Section 2.7.3**).
2. **Encroachments into Setback Areas.** Nonhabitable architectural elements may encroach into required interior side yards provided that a minimum clearance of 3 feet is maintained.
3. **Encroachments into Rights of Way.** At the discretion of the Community Development Director and Public Works Director, commercial uses may provide awnings or canopies over the sidewalk. Display of merchandise and outdoor dining may also be permissible. Encroachment permits issued by the City of Oxnard shall be required for any encroachment into the public right of way.

F. Access. No unit entrance shall be located more than 250 feet from the sidewalk or the tenant/visitor parking space(s) assigned to that unit, as measured along walking paths. All direct and common entrances shall be accessible on foot either directly from the sidewalks or via the extension of the public realm (see **Section 2.7.2**).

G. Building Separation. The minimum separation between any two buildings on the same site shall be a distance that is equal to half of the height of the taller structure unless otherwise determined by health and safety requirements during the Development Advisory Committee review process.

H. Building Materials and Ornamentation.

1. The design and detail of retaining walls, sidewalks, street-facing yards, fences, walls, and all other architectural elements between the curb and the building façade shall be of the same architectural style and quality as the primary building.
2. No building, fence, or wall material may simulate another material.
3. With the exception of garage door ornamentation, false architectural elements or ornamentations are prohibited.
4. All outbuildings shall match the finishings of the primary building, and be alike in architectural quality and detail.
5. Textured stucco finishes such as rough-cast or sand-finish are highly discouraged; and stucco should be either smooth or minimally textured.

I. Floorplans. The ground floor space adjacent to the street, public open space, or extension of the public realm (see *Section 2.7.2*) may not be bedrooms or bathrooms.

J. Private and Common Open Space.

1. **Minimum Size for House, Side Yard House, Rowhouse, and Multiplex building types.** A minimum of 15% of the total floor area of dwelling units shall be provided as private and/or common open space. A minimum of 50% of this required area shall be provided as private open space. See the standards for each building type (*Sections 2.6.3 through 2.6.6*) for any applicable dimensional requirements.
2. **Minimum Size for Walkup and Podium building types.** A minimum of 15% of the total floor area of dwelling units shall be provided as private and/or common open space. A minimum of 50% of this required area shall be provided as private open space. In addition to this required 15% area, each project shall provide at least one common open

space of not less than 2,500 square feet, subject to the following:

- a. The common open space shall have a minimum dimension of not less than 35 feet in any direction.
- b. Square footage beyond 2,500 may count toward the 15% requirement.
- c. One such common open space may satisfy this standard for all units within each block.
- d. This common open space shall have recreational facilities, including at least one of the following:
 - i. Swimming pools and/or spa
 - ii. Tennis/basketball/volleyball courts;
 - iii. Barbecues and picnic facilities;
 - iv. Recreation buildings;
 - v. Exercise courses and stations;
 - vi. Children's play equipment; and
 - vii. Such other facilities as are approved by the Planning Commission.
- e. This requirement may be waived if the project is within .25 miles of one of the shared private parks.

3. Requirements Applicable to All

- a. Any private open space counting toward the area requirements shall have a minimum dimension of 8 feet in any direction. Some building types provide additional dimensional standards (see *Sections 2.6.3 through 2.6.6*).
- a. In cases where alleys are easements over portions of adjacent legal lots, the easement portions of the lot shall not be included in the calculation of required open space.
- b. Private open space requirements shall only be satisfied by area that is behind the front build-to line, unless it is a porch or a balcony.
- c. Porches, balconies, and terraces—built to the dimensional requirements of *Section 2.7*—shall count towards minimum open space requirements.
- d. All residential front setbacks shall include in-ground landscaping, regardless of whether or not a porch or terrace is present on a portion of the setback.

2.6 Building Standards

K. Building Height.

1. Building Height is determined by zone and by building type. Buildings or portions of buildings must further respect the height limit of the Edge Overlay where applicable (*Figure 2.4*).
2. Height for eaves, flat roofs, and roof peaks shall be measured from the finished interior ground floor.
3. Buildings or portions of buildings on facing or abutting lots shall not differ in height by more than one story for every 50 feet, as measured from the closest façade.
4. ADA access requirements shall prevail over the minimum ground floor elevation requirements of this code.
5. The following architectural elements may exceed the height limits by right.
 - a. Roof structures for the housing of elevators or stairways, tanks, ventilating fans or similar equipment required to operate and maintain the building, firewalls, skylights, bell towers, church steeples, chimneys, and structures that the Director determines to be similar. Such structures shall not exceed the maximum by-right height limit by more than 10 feet.
 - b. Upper-floor terraces and rooftop decks are allowed on all building types, provided that parapets do not exceed the height limit for flat roofs by more than 4 feet.
6. Half-stories.
 - a. Intent. Half stories are stories above the eaves of a pitched roof. Their allowance is intended to facilitate the possibility of greater interior floor areas without affecting the intended character of the street.
 - b. Requirement. Knee walls under the roof slopes may not exceed 4 feet in height. The cumulative length of dormer windows above the second story eave may not exceed 50% of the total roof eave length per side.

Table 2.6 Allowed Number of Stories

Building Type	Reference	Open ¹	Neighborhood	Edge
House	2.6.3	3	2.5	2.5
Side Yard House	2.6.4	3	2.5	2.5
Rowhouse	2.6.5	3	2.5	2.5
Multiplex	2.6.6	3	2.5	2.5
Walk-up	2.6.7	4	2.5	2.5
Podium	2.6.8	4	NA	NA
Commercial Building	2.6.9	4	NA	NA
Outbuilding ²	2.6.10	2	2	2

Notes

- ¹ Commercial Overlay is subject to the Open Zone limit on number of stories.
² Only allowed on House lots.

Figure 2.6.2.J-I Heights for Buildings with Residential Ground Floors

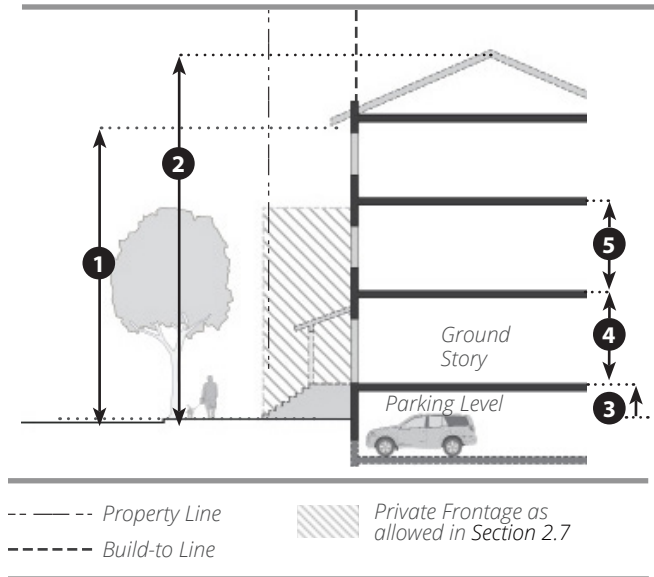


Table 2.6.2.J-I Heights for Buildings with Residential Ground Floors

Stories	1	2	2.5	3	4
1 To eave or top plate of flat roof (max)	10'	25'	25'	35'	50'
2 To top of pitched roof (max)	20'	35'	35'	45'	57'
3 Ground floor above grade			1.5' - 3.5'		
4 Ground floor height (min floor to floor)				10'	
5 Upper floor story height (min floor to floor)				10'	

Figure 2.6.2.J-II Heights for Buildings with Commercial or Retail-Ready Ground Floors

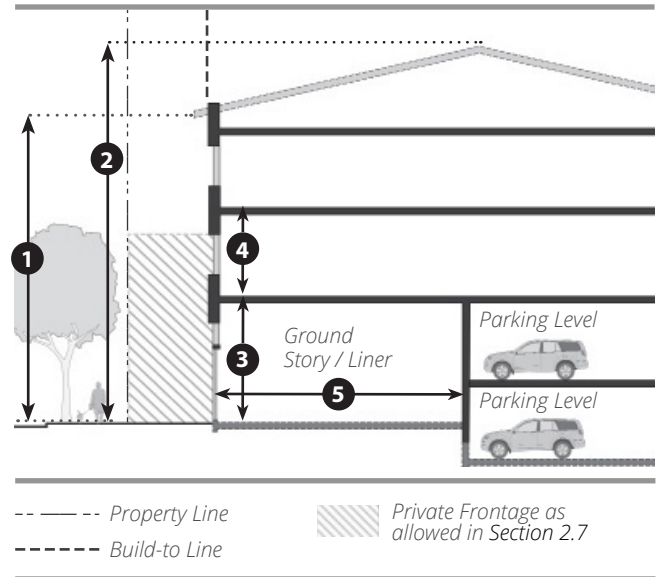


Table 2.6.2.J-II Heights for Buildings with Nonresidential Ground Floors

Stories	1	2	3	4
1 To eave or top plate of flat roof (max)	20'	32'	44'	56'
2 To top of pitched roof (max)	26'	38'	50'	62'
3 Ground floor height (floor to floor)		14' - 20'		
4 Upper floor story height (floor to floor)		10' - 12'		
5 Liner depth (min)		18'		

Notes

1 Average of each unit; front-most rooms only

2.6 Building Standards

L. Site Walls. Unless otherwise noted within this code, the following standards apply to all site walls, fences, and hedges. Additional standards may be required and enforced at the discretion of the Director based on the standards contained in OCC Sections 16.308 through 16.316. See **Section 2.8.6.B.2** for standards specific to surface parking lots.

1. Chain link fences are prohibited.
2. The design of all fences and walls must be found by the Director to be consistent with the design of the building(s) on the same site.
3. Wall, fence, and hedge height shall be measured from the grade directly below. In cases where the grade differs on either side of the fence or wall, the lower measuring point shall be the average between the grades of the sides.
4. Specific to front yards and side street yards (corner lots).
 - a. Per OCC section 16.308, openwork fences, railings guarding depressed ramps, boundary hedges, and landscaping or architectural features, as defined in OCC section 16-304, may be located in any required front yard, providing such structures or hedges do not exceed 3.5 feet in height and are 50 percent or more open.
 - b. Walls and solid fences which do not exceed 18 inches in height may be located in front yard areas.
 - c. Entrance arbors up to 9 feet in height and 5 feet in width may be permitted.
 - d. On corner lots, walls and fences may reach 6 feet in height to enclose the private rear yard from the side street, but must be set back at least as far back as the building face of the primary building.

5. Interior side yards and rear yards

- a. Walls may reach 6 feet in height beginning 5 feet behind the façade of the primary building. Interior side and rear walls and fences may reach 8 feet in height, provided that any portion of the fence or wall that is in excess of 6 feet in height is at least 50% open. Through lots do not have rear yards.
- b. Any rear fence or wall along any alley shall be so constructed as to provide a space in the rear yard, not less than six feet in width, 30 inches in depth and four feet in height, for the location of trash barrels off of the alley. Such space shall be open to the alley and shall be so designed and constructed that it will be easily accessible directly from the rear yard, for the deposit of trash in barrels placed within the space. If another area within the rear yard meets the above requirements, it shall not be necessary to incorporate such a space for trash barrels into the fence or wall.
- c. Gates and doors on rear fences shall not open over the alley, but shall be designed to open over the owner's property.

M. Landscaping

1. New or modified landscape and irrigation shall comply with the following:
 - a. Turf is not to exceed 30 percent of the landscape areas in residential developments.
 - b. All on-site paving materials that are visible from the public right of way shall be attractive and complementary to the main building design.

2. Landscaping should be used to soften walls and fences and provide a green screen, where appropriate, between abutting commercial and residential properties.
3. Ground water recharging and stormwater runoff limits should be facilitated on all parts of new building sites. Possible strategies include:
 - a. Rain gardens and vegetated bioswales that convey and infiltrate rainwater.
 - b. Pervious pavement that allows stormwater to infiltrate directly into the ground below. Acceptable permeable surfaces include pervious concrete, pervious pavers, decomposed granite, and gravel.

N. Waste Enclosures. Solid waste enclosures shall be designed into each site in accordance with the guidelines set forth in the document entitled Solid Waste Collection Service for Residential and Commercial Entities – Material Management & Enclosure Design Guidelines, which is available on the City website. Receptacles, where required, shall be enclosed by elements which match the architecture of the building. See **Section 2.11**.

O. Utilities. All utilities and utility cabinets shall be located within alleys, interior building corners, at building offsets, or other similar locations where the building mass acts as a shield from public view. See **Section 2.11** for more detail.

P. Lighting

1. Shielding. Site lighting should be shielded by permanent attachments to light fixtures so that light sources are not visible from a public way and to prevent off-site glare.
2. Extent. Site lighting includes illumination of parking areas, buildings, pedestrian routes, and public ways.
3. Wall-pack lighting. Wall-pack types of lighting are not recommended, but if proposed must be provided with full cutoff shields and must contribute to the architecture of the building.
4. Shared pedestrian areas and walkways that are internal to site must provide lighting with an average of 0.6 footcandles but not less than 0.3 footcandles.
5. Specific to residential uses. Site and building-mounted luminaires may produce a maximum initial illuminance value no greater than 0.04 horizontal and vertical footcandles at the street.
6. Specific to commercial uses. Site and building-mounted luminaires may produce a maximum initial illuminance value no greater than 0.1 horizontal and vertical footcandles at the boundary with adjoining residential lots, and no greater than 0.01 horizontal footcandles 10 feet beyond that boundary.

Q. Signage. Signage within the Sub-Neighborhood plan area shall be subject to the procedures and standards of Chapter 16, Article IX of the Oxnard City Code, with Division 3 of said section being only applicable as follows:

1. Section 16-605(A) shall apply to the Edge Overlay.
2. Section 16-605(B) shall apply to the Neighborhood Zone, exclusive of the Edge Overlay, and to residentially-developed land within the Open Zone.
3. Section 16-607 shall apply to commercial uses.

2.6 Building Standards

2.6.3 House

A. Description & Intent

Houses are freestanding, single-unit residential buildings that sit in the middle of their lots. They will be simple in form, with well-composed façades that have large windows, short landscaped front gardens, and conspicuous front doors.

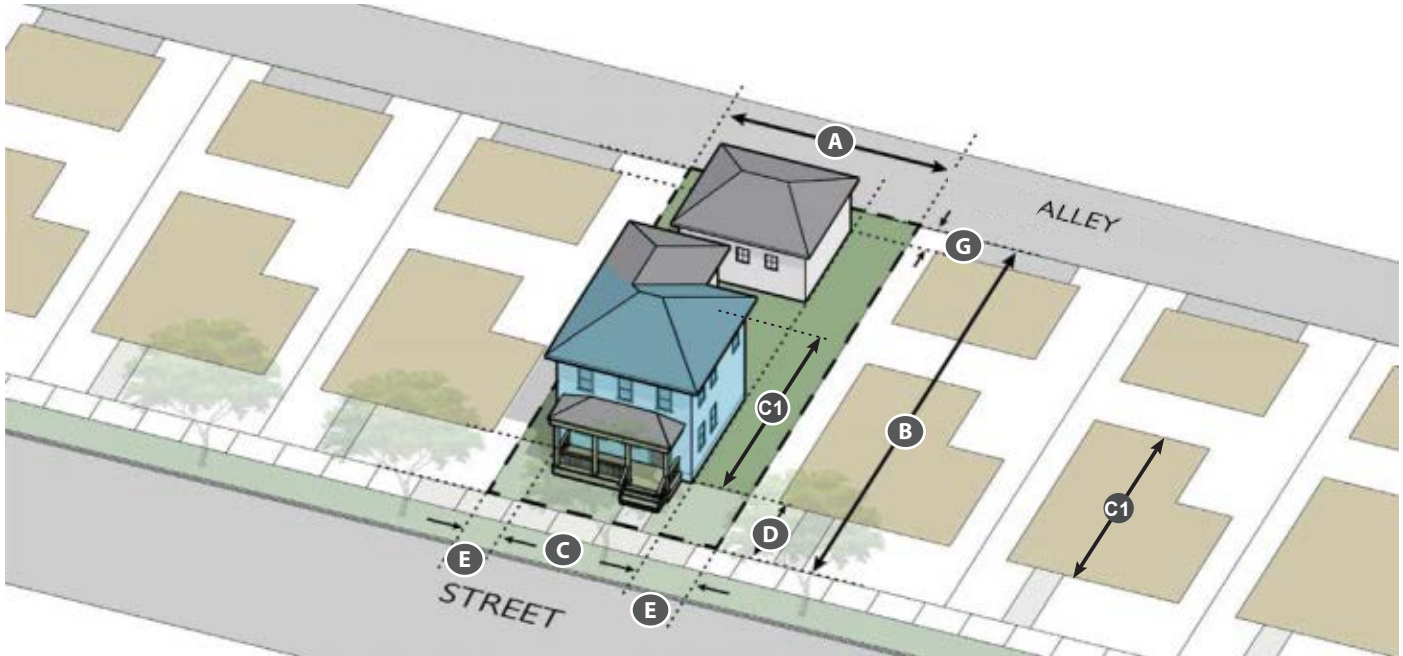


Table 2.6.3 House

Lot Size	Min	Max
A Width	35'	55'
B Depth	100'	140'
Unit Count	Min	Max
Units per building	-	1
Building Size	Min	Max
C Building width	25'	44'
C1 Building depth	-	65'
Building Setbacks	Min	Max
D Front build-to line	15'	
Front buildout	60%	-
E Side yard setback	Min. 10% of lot width	
Side street build-to line	10' ¹	
Side street buildout	50%	-
G Rear to alley	5'	
Rear with no alley	5'	

Notes

¹ 15' on Cesar Chavez Dr. and on Milagro Pl.

Open Space	Min	Max
Private Open Space (<i>% of lot area</i>)	15%	-
Private Open Space (<i>any dim</i>)	15'	-
Common Open Space	None Required	
Parking		
On-site parking shall be configured per the standards of either Section 2.8.4 or 2.8.5 , as applicable per Table 2.8-1 .		

B. Building Form & Character

1. Massing.

a. **Façade increments.** Houses are required to visually differentiate the façade into simple and distinct masses that are no greater than 25 feet in length (one story) or 30 feet in length (two stories). Two or more of the following architectural techniques are also required to satisfy this standard:

- i. A break in the façade;
- ii. Different façade materials and/or colors;
- iii. Groupings of windows;
- iv. A different number of stories between the frontmost masses;
- v. Any other differentiation that meets the intent of the Sub-Neighborhood plan to the satisfaction of the Director.

b. Open gables may not exceed 25 feet in length.

2. **Frontage & Access.** Houses shall be accessed from the front, through a door that leads to the interior of the house via one of the frontage elements in **Section 2.7.3** (porch, stoop, or dooryard). Front doors shall be visible from the street and not be set in more than 5 feet from the front or side street façade.

3. **Corner lots.** Outbuildings must align with the building face of the primary building on street side yards. See **Section 2.4.5** for standards specific to the Edge Overlay.



The stoop, dooryard, and balcony provide ample opportunity for activity at the edges of the public realm.



A raised ground floor provides for residential privacy, compensating for the relatively short setbacks.



A simple, planar façade with a conspicuous and welcoming front door, and large, vertically-oriented windows give this house excellent frontage.

2.6 Building Standards

2.6.4 Side Yard House

A. Description & Intent

Side Yard Houses are freestanding, single-unit residential buildings. Like Houses, they will be simple in form, with well-composed façades that have large windows, short landscaped front gardens, and conspicuous front doors. In lieu of a rear yard, Side Yard Houses have side yards.

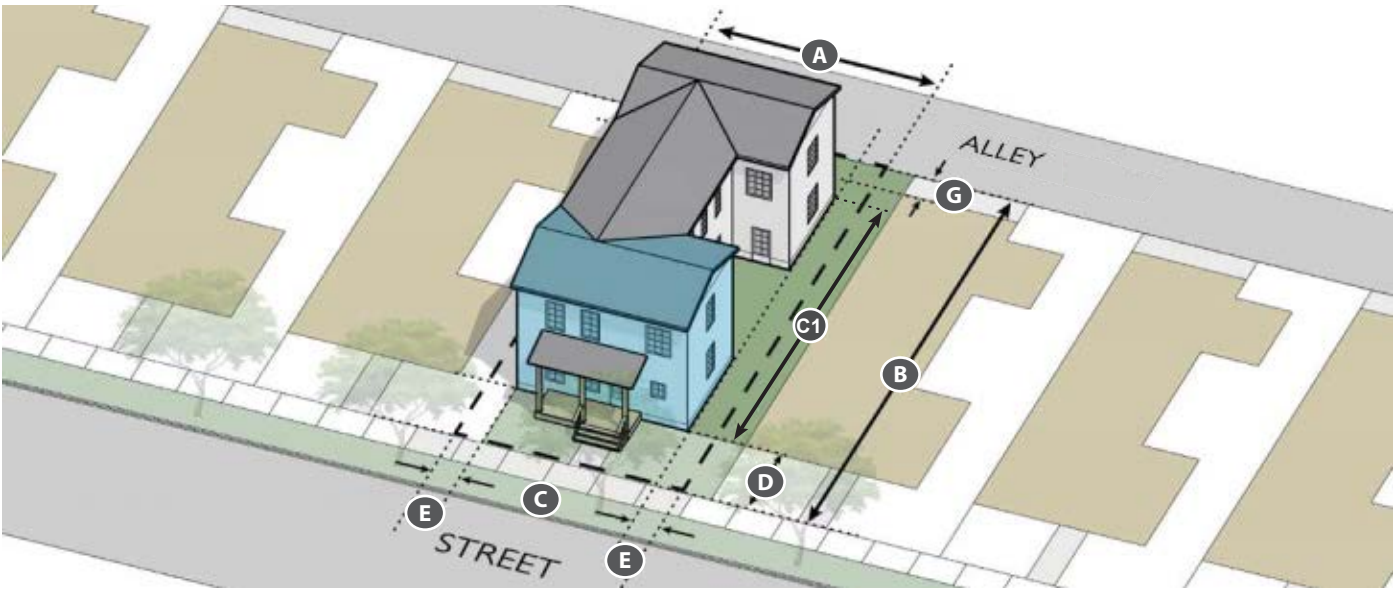


Table 2.6.4 Side Yard House

Lot Size		Min	Max
A	Width	35'	45'
B	Depth	80'	100'
Unit Count		Min	Max
Units per building		-	1
Building Size		Min	Max
C	Building width	25'	36'
C1	Building depth	-	65'
Building Setbacks		Min	Max
D	Front build-to line	15'	
Front buildout		60%	-
E	Side yard setback	Min. 10% of lot width	
Side street build-to line		10' ¹	
Side street buildout		35%	-
G	Rear to alley	5'	
Open Space		Min	Max
Private Open Space (<i>% of lot area</i>)		15%	-
Private Open Space (<i>any dim</i>)		15'	-
Common Open Space		None Required	
Parking			

On-site parking shall be in the rear and configured per the standards of **Section 2.8.4**.

Notes

1 15' on Cesar Chavez Dr. and on Milagro Pl.



Side yard houses are traditionally accessed through a front door that leads to the side porch.

B. Building Form & Character

1. **Configuration.** Side yard houses were traditionally built on side property lines, leaving the opposite side of the property open as a 'side yard.' But because modern building and fire codes do not allow windows on walls that sit on property lines, a different approach must be taken to achieve the same result. The following provisions shall be required for Side Yard Houses.

- a. A Side Yard House may not be developed unless the entire block face is developed with Side Yard Houses.
- b. Each lot has an *active* and a *passive* side. See **Figure 2.6.4.B**.
 - i. The *active* side of the lot has the yard, and may contain an internal porch. This should be the south or west side of the lot.
 - ii. The *passive* side of the lot contains an easement from the side of the building to the side lot line, and contributes to the side yard of the neighboring property. This should be the north or east side of the lot, where possible.

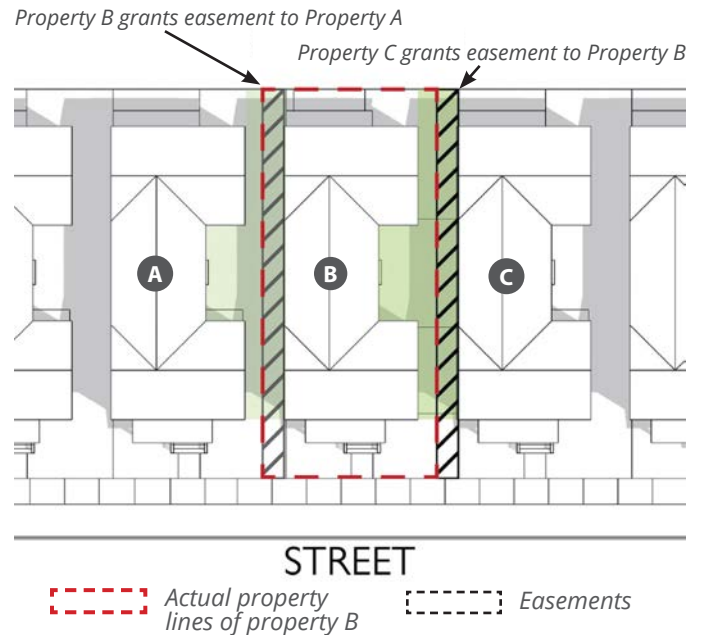
2. **Frontage & Access.** Traditionally, side yard houses are accessed through a front door or gate that leads directly to the side porch, through which the interior of the house is accessed. Alternatively, primary access may be located on the front façade through one of the permitted frontage variations (see **Section 2.7**).

3. Architectural features.

- a. Side porches which face the active side yard may be one or more stories, and either stretch the entire length of the house, or terminate at a rear wing of the house. Porches may additionally wrap around the front.
- b. Only privacy windows (see **Section 2.12 Glossary**) are permitted on the *passive* side of each house (not applicable or allowed when the *passive* side is adjacent to a right of way).

4. **Covenants, conditions, and restrictions (CC&Rs).** Side Yard Houses shall only be located in HOA(s) with CC&Rs that enforce the standards of this Section (2.6.4) and regulate the use of the easement on the passive side of the house (see **Standards 2.6.4.B.1** and **Figure 2.6.4.B**) by the easement's owner and its neighbor (unless the passive side easement abuts a right-of-way). The CC&Rs shall establish the following:

Figure 2.6.4.B Side Yard House Configuration



The easements create a situation in which Property B's usable area is shifted, releasing control over its left side yard to Property A, and gaining access to the side yard area of Property C.

- a. **Neighbor's Rights.** The passive side easement shall function as an extension of the neighbor's yard and may be enclosed by the neighbor's site wall(s) (which are subject to the standards of 2.6.2.L). The neighbor may pave and/or plant the easement but shall not construct permanent structures within the easement. The neighbor shall have full and continuous access to the easement, except per §2.6.4.B.4.d below.
- b. **Owner's Rights.** The owner shall have access to their passive side easement for purposes of necessary maintenance of their home, including but not limited to: painting and otherwise maintaining their exterior wall and windows; repairing and maintaining the structure integrity of their home and foundations; and pest management (including tenting for fumigation).
- c. **Dispute Resolution Process.** A dispute resolution process shall be established under the auspices of the HOA which states that any dispute between adjoining property owners shall go to a mediator or arbitrator selected by the HOA.

2.6 Building Standards

2.6.5 Rowhouse

A. Description & Intent

Rowhouses are side-by-side attached dwelling units. While more affordable than detached single family homes, they each occupy a stretch of street frontage and are accessed directly off the sidewalk. They typically contain stoops, and are differentiated from the next by vertical elements.



Table 2.5.5 Rowhouse

Lot Size		Min	Max
A	Width	50'	-
B	Depth - not tuckunder	90'	-
B1	- tuckunder	60	-
Building Size		Min	Max
C	Building width	44'	120'
	Number in array	2	5
D	Unit width	22'	25'
E	Building depth (mid unit)	-	50'
	Building depth (end unit)	Max 50' + garage	
	Depth of livable space between the façade and the garage.	15'	-

Notes

1 15' on Cesar Chavez Dr. and on Milagro Pl.

Building Setbacks			
F	Front build-to line	15'	
	Buildout percentage	100%	-
G	Side yard (min)	10% of lot width	
	Side street build-to line	10' ¹	
	Side street buildout	35%	-
H	Rear setback to alley	5'	
Open Space			
Private Open Space (if provided in the form of a rear yard or roof terrace)		15 x 15 min	
Private Open Space (if provided in the form of a front porch or balcony)		12 x 8 min	
Common Open Space		None Required	
Parking			
On-site parking shall be in the rear and configured per the standards of Section 2.8.4 and Section 2.8.6 .			

B. Building Form & Character

1. **Form & Massing.** Rowhouses should be massed simply, with unit being its own composition that is discrete from those adjacent. This can be achieved well with a vertical element between each unit and/or coherent window groupings (see **Figure 2.6.5**). Gratuitous façade modulation and overlapping architectural features that blur the division between each unit are highly discouraged. Open gables shall not span multiple units.
2. **Frontage & Access.** Each unit shall be accessed directly from the sidewalk via a stoop or dooryard (see **Section 2.7**).
3. **Siting & Orientation.** Rowhouse developments shall orient towards, and take access directly off the street, paseo, or park. No unit shall orient toward, or take primary access off of a drive aisle, parking area, or fire lane. Rowhouse developments may not be perpendicular to the street unless they front onto a publicly-accessible paseo which connects two streets.
4. **Live/work Arrangements.** Rowhouses are ideal building types for live/work arrangements.
 - a. Nonresidential uses shall be subject to SUPs per **Section 2.5**.
 - b. Nonresidential uses within rowhouses shall be limited to 750 square feet, and shall be exempt from on-site parking requirements.



Rowhouses provide street frontage similar to that of single family homes, with each unit entered directly, and oriented towards an active and welcoming space.



Simple differentiation between units can make for a clean appearance from the street.

Figure 2.6.5 Rowhouse Façade Composition



Upper floor windows are grouped and stacked above ground floor openings to create coherent compositions which correspond to the dwelling units within. Divisions between units are noted above with yellow dashed lines.



A raised and set back ground floor provides privacy to residences.

2.6 Building Standards

2.6.6 Multiplex

A. Description & Intent

Multiplexes are wood-framed, single-stair buildings of two to eight units. They are generally the size and shape of large houses. Units can be side-by-side and/or stacked, and are accessed either through a shared entry or individual entries along the front. Parking is provided in the rear via garages and/or surface parking.



Table 2.6.6 Multiplex

Lot Size		Min	Max
A	Width	50'	72'
B	Depth	60'	140'
Unit Count		Min	Max
Units per building		2	12
Building Size		Min	Max
C	Building width	36'	60'
C1	Building depth	30'	100'
Building Setbacks		Min	Max
D	Front build-to line	15'	
	Front buildout	60%	-
E	Side yard setback	Min. 10% of lot width, but no more than 6'	
	Side street build-to line	10' ¹	
	Side street buildout	35%	-
	Rear to alley	5'	

Notes

¹ 15' on Cesar Chavez Dr. and on Milagro Pl.

Private & Common Open Space	
Private Open Space (if provided in the form of a rear yard or roof terrace)	15 x 15 min
Private Open Space (if provided in the form of a front porch or balcony)	12 x 8 min
Common Open Space	None Required
Parking	
On-site parking shall be in the rear and configured per the standards of Section 2.8.4 and Section 2.8.6 .	

B. Building Form & Character

1. Form & Massing.

- a. **Façade increments.** Multiplexes are intended to appear much like large houses, with simple façade compositions of conspicuous front entrances and large windows. Multiplexes are required to visually differentiate the façade into simple and distinct masses that are no greater than 25 feet in length (one story) or 30 feet in length (two or more stories). Two or more of the following architectural techniques are also required to satisfy this standard:
 - i. A break in the façade;
 - ii. Different façade materials and/or colors;
 - iii. Groupings of windows;
 - iv. A different number of stories between the frontmost masses;
 - v. Any other differentiation that meets the intent of the Sub-Neighborhood plan to the satisfaction of the Director.
- b. Multiple Multiplexes may share courtyards between each other.
- c. Open gables may not exceed 30 feet in length.

2. Frontage & Access.

- a. Multiplexes may provide unit access in one or more of the following ways:
 - i. Via a common entrance that is accessed directly from the sidewalk.
 - ii. Directly from the sidewalk through porches, stoops, or dooryards.
 - iii. Through a courtyard which leads directly to entrances.
- b. No unit may take primary access off of a parking lot or fire lane.
- c. At least one street-facing primary entrance is required per 50 feet of frontage. This does not apply to side street frontage on corner lots.
- d. No more than two units may be served by the same external walkway/landing.



Multiplexes can fit well into small lots, creating the opportunity for small multifamily buildings. What is important is that the building addresses, and provides intuitive access from the street.



Short walls can create a transitional space from the public realm. Primary access is always in the front, whether directly into units, or to a small lobby.



Units in multiplexes can take access directly off the street, providing a sense of ownership of that street, and a more lively and interesting ground floor.

2.6 Building Standards

2.6.7 Walk-up

A. Description & Intent

Walk-ups are developments consisting of one or more multi-story, multi-unit buildings. They define and address the public realm, with parking provided behind the building(s). They may house flats that may be rented or sold.

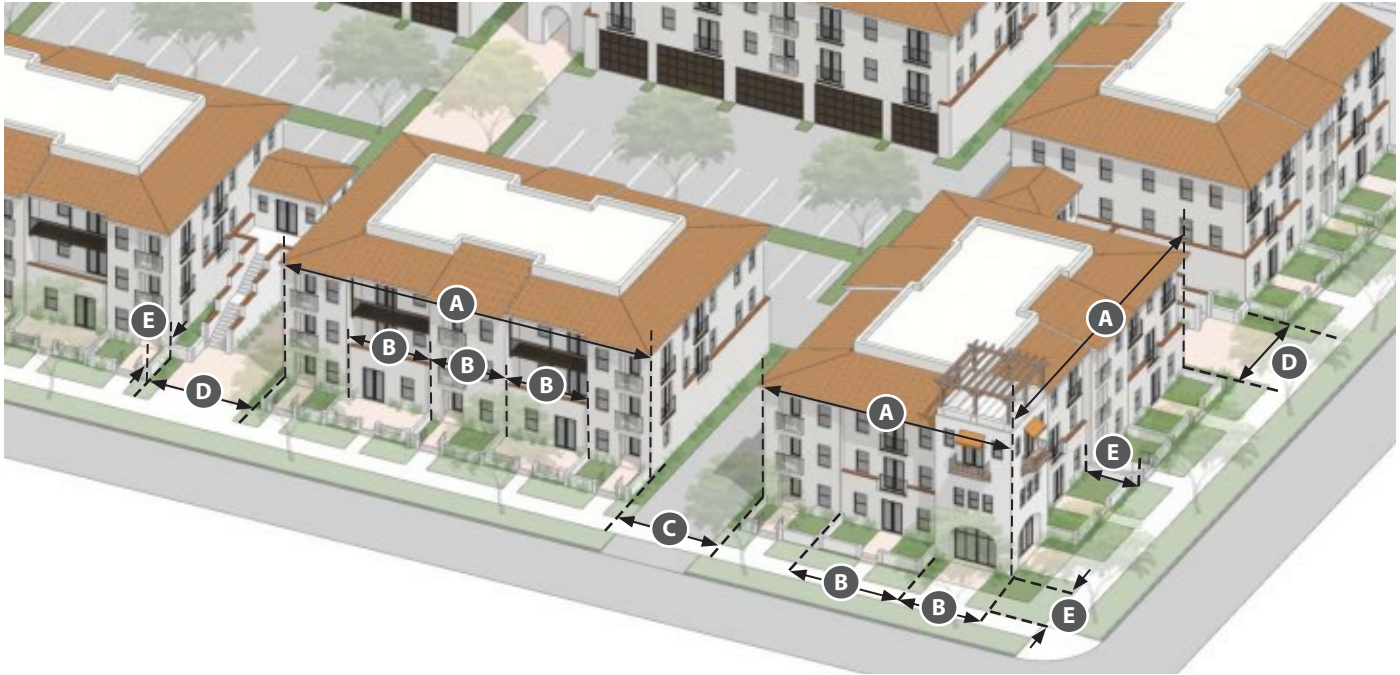


Table 2.6.7 Walk-up

Lot Size	Min	Max
Width	50'	Block
Depth	60'	Block
Massing	Min	Max
A Building length along any street or open space (max)	-	240'
Major massing increment ¹	45'	85'
B Façade increment ²	15'	30'
C Width of parking access	24'	30'
D Width of paseos	10'	-

Building Setbacks	Min	Max
E Front build-to line	15'	-
Buildout percentage	100% ³	-
Side yard (min)	10% of lot width ⁴	
Rear, with alley (min)	15' from centerline	
Rear, no alley	10'	-
Private & Common Open Space		
See Section 2.6.2.J .		
Parking		

Parking shall be located in shared surface lots per [Section 2.8.6](#) and/or within the building and accessed from the rear (tuckunder) per [Section 2.8.4](#). In either case, the standards of [Section 2.8.6.B](#) shall apply.

Notes

- ¹ See [Section 2.6.7.B.3](#)
- ² See [Section 2.7.1.E](#)
- ³ See [Section 2.6.2.D.1](#) and exceptions in [Section 2.6.7.B.4](#)
- ⁴ Only applicable where adjacent to separate lot

B. Building Form & Character

1. Form & Massing.

- a. Walk-ups may range in size from a single, street-facing multi-unit building to an entire block of buildings.
- b. No building may back up against a street, court, paseo, or park.
- c. Surface parking shall be aggregated into the center of the block per the standards of **Section 2.8.6**; buildings shall line the perimeter of the block and orient outward towards the street(s), court(s), paseo(s), or park(s). Any public or semi-public open space within the site must be directly attached to a street.

2. Frontage & Access.

- a. The entirety of building frontage along streets, courts, paseos, and parks are subject to the frontage standards of **Section 2.7**.
- b. At least one primary entrance is required per major massing increment. This may be a direct entrance into a ground floor unit, or a common entrance which leads to a lobby. Alternatively, a shared external stairway that provides common residential access from within or between major massing increments may satisfy this requirement. Paseos and courts may also provide additional building access.
- c. No primary entrance shall be off of a parking lot or fire lane.
- d. Any fences or site walls that are internal to the site and intended to enclose private space shall be limited to 3.5 feet in height.



Walk-ups can fit well into mid-block parcels.



Common site access must be conspicuous and welcoming, whether it is via a doorway into a lobby, or via external staircases that lead directly from the sidewalk.



Units in Walk-ups can take access directly off the street, providing a sense of ownership of that street, and a more lively and interesting ground floor.

2.6 Building Standards

2.6.7 Walk-up (Cont.)

3. Major massing increment. Buildings greater than 85 feet in length are required to visually differentiate the façade into simple and distinct compositions, each being between 45 and 85 feet. The cornice, eave, or parapet of each major massing increment shall differ in height by at least 4 feet. Two or more of the following architectural techniques are also required to satisfy this standard:

- Massing breaks, formed by recessions at least 20' wide and 20' deep (may occur at second floor and above);
- Different façade materials and colors;
- Pilasters;
- Different sizes, shapes, and/or patterns of windows;
- The differentiation and/or misalignment of horizontal architectural features, like cornices and string courses;
- Any other differentiation that meets the intent of the Sub-Neighborhood plan to the satisfaction of the Director.

4. Exception to buildout. The following elements may recess from or break the streetwall, and constitute allowed exceptions to the frontage buildout requirement.

- Forecourts, provided they are at least 20' by 20' and contain either a conspicuous common entrance (to a lobby), a common exterior stairway, or direct access to ground floor units.
- Entrances to paseos/walkways.
- The width of exterior staircases and landing areas.
- Chamfered corners, provided they include a primary entrance or stairway.
- The frontage of a required side yard.
- The frontage of a surface parking lot, subject to the standards in *Section 2.8.6.C*.



- A** Walk-up is oriented towards a *street*
- B** Walk-up is oriented towards a *paseo*
- C** Walk-up is oriented towards a *court that is along a paseo*
- D** Walk-up is oriented towards a *park*
- E** Commercial building is oriented toward Rose Ave and Cesar Chavez Dr



GOOD: Houses, rowhouses, and walk-ups peacefully coexist on the same block. The alley provides access to private garages and surface parking that is in the center of the block



GOOD: Walk-ups line the block, orienting towards, and taking primary access directly from the sidewalk. Parking has limited street frontage.



GOOD: Walk-up buildings of different sizes line the majority of the block, with narrow access drives. The block is defined on all sides by streets.



AVOID: The “streets” surrounding these walk-ups are not streets at all, but parking aisles. The buildings effectively sit in a sea of parking, with many units far off from the public realm.



AVOID: While one building defines and takes access off of the street, the remainder of the project is huddled within a perimeter of parking.



AVOID: Small blocks will preclude this sort of development, where the public realm of the street is far off, and units are set deep within a parking lot.

2.6 Building Standards

2.6.8 Podium

A. Description & Intent

Podiums are large-footprint, multi-unit buildings that sit atop a concrete parking level. The ground floor parking area is lined with residential or commercial uses and frontages. On-site open space is provided on the parking lid in the form of courts, walkways, and amenities like pools or playgrounds.

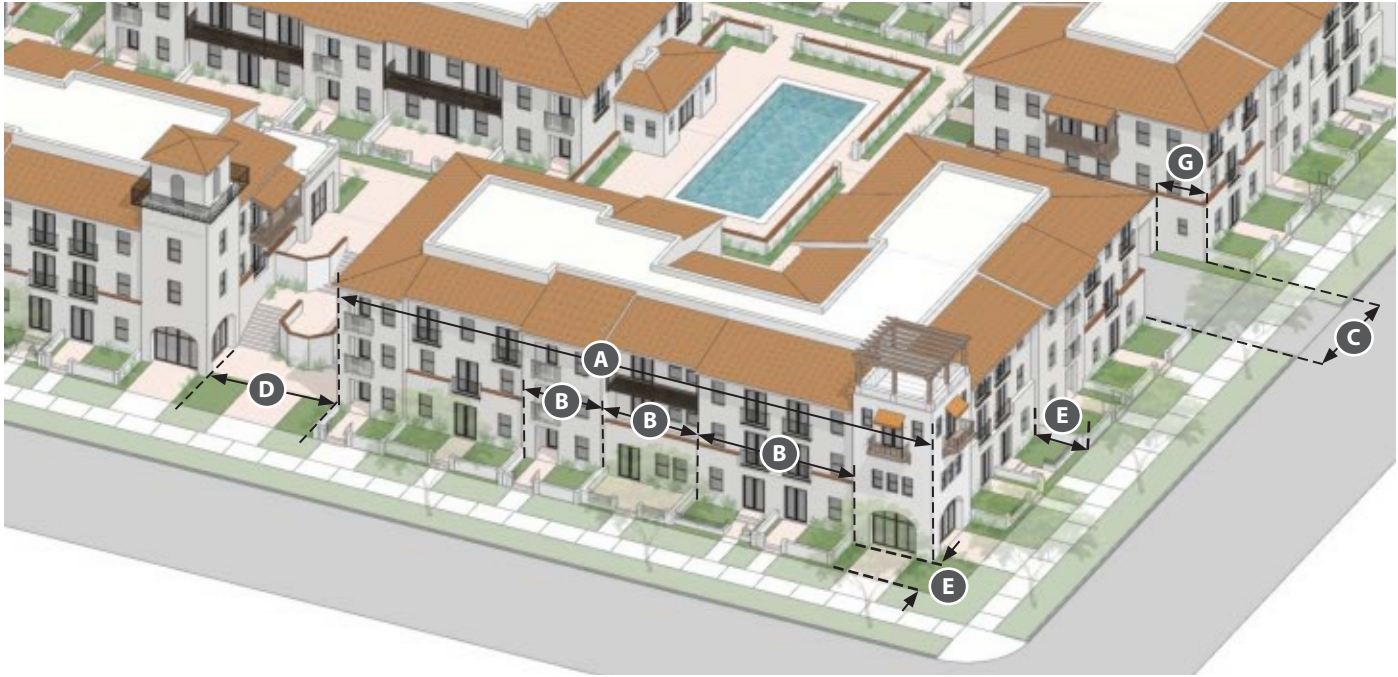


Table 2.6.8 Single Podium

Lot Size	Min	Max
Width	120'	Block
Depth	120'	Block
Unit Count		
Units per building	-	-
Massing		
A Building length along any street or open space (max)	-	240'
Major massing increment ¹	45'	85'
B Façade increment ²	15'	30'
C Width of parking access	24'	30'
D Width of paseo	15'	-

Building Setbacks		Min	Max
E	Front build-to line	15'	-
	Buildout percentage	100% ³	-
G	Parking entrance	Min. 10' from façade	
	Side yard (min)	10% of lot width ⁴	
	Rear, with alley (min)	15' from centerline	
	Rear, without alley	NA	
	Private & Common Open Space		

See *Section 2.6.2.J*.

Parking

Requirements specific to structured parking are contained in *Section 2.8.7*. Surface parking for visitor spaces may be permitted as well, subject to the standards of *Section 2.8.6*.

Notes

- See *Section 2.6.8.B.3* and *4*.
- See *Sections 2.6.8.B.2.b* and *2.7.1.E*.
- See *Section 2.6.2.D.1* and exceptions in *Section 2.6.8.B.4*.
- Only applicable where adjacent to separate lot.

B. Building Form & Character

1. **Form & Massing.** Podiums will take up all or much of a block, meaning that they will have multiple street frontages. With the exception of entrances to parking, the entirety of the parking structure must be lined wherever abutting streets.
2. **Frontage & Access.**
 - a. At least one primary entrance that leads directly from the sidewalk is required per major massing increment. Ground-floor units may be accessed directly from the sidewalk or internally. Upper-floor units may be accessed through a conspicuous common entrance located near the sidewalk at the front of the building. Units built atop the parking lid may be accessed either from enclosed corridors or from paseos that are accessible from the sidewalk.
 - b. The entirety of building frontage along the street shall be organized into façade increments consistent with the standards of **Section 2.7.1.E**.
 - c. Any fences or site walls that are internal to the site and intended to enclose private space shall be limited to 3.5 feet in height.
3. **Major massing increment.** Buildings greater than 85 feet in length are required to visually differentiate the façade into simple and distinct compositions, each being between 45 and 85 feet. The cornice, eave, or parapet of each major massing increment shall differ in height by at least 4 feet. Two or more of the following architectural techniques are also required to satisfy this standard:
 - a. Massing breaks, formed by recessions at least 20' wide and 20' deep (may occur at second floor and above);
 - b. Different façade materials and colors;
 - c. Pilasters;
 - d. Different sizes, shapes, and/or patterns of windows;
 - e. The differentiation and/or misalignment of horizontal architectural features, like cornices and string courses;
 - f. Any other differentiation that meets the intent of the Sub-Neighborhood plan to the satisfaction of the Director.
4. **Exception to buildout.** The following elements may recess from or break the streetwall, and constitute allowed exceptions to the frontage buildout requirement.
 - a. Forecourts, provided they are at least 20' by 20' and contain either a conspicuous common entrance (to a lobby), a common exterior stairway, or direct access to ground floor units.
 - b. Entrances to paseos/walkways.
 - c. The width of exterior staircases and landing areas.
 - d. Chamfered corners, provided they include a primary entrance or stairway.
 - e. The frontage of a required side yard.
 - f. The frontage of a surface parking lot, subject to the standards in **Section 2.8.6.B**.



In such a configuration, the parking lid serves as the extension of the public realm into the site, providing access to the units that have no street frontage.



Access to the lid of the parking garage can be provided directly off the street with well-designed and welcoming stairways. A security gate at the top may be appropriate.

2.6 Building Standards

2.6.9 Commercial Building

A. Description & Intent

This Sub-Neighborhood plan envisions a possible commercial component at the northwest and/or southwest corner of Area A. It may be single-story or contain upper floor offices or residential flats. It is important that commercial buildings define, orient towards, and take direct pedestrian access off of the adjacent street(s). Likewise, the streetwall it forms should be divided into a rhythm of shopfronts with ample, clear fenestration and frequent entrances.



Table 2.6.9 Commercial

Lot Size	Min	Max
Width	-	Block
Depth	-	Block
Building Size	Outside Commercial Overlay	Inside Commercial Overlay
A Building length	50' max	175' max
B Building depth	50' max	175' max
Massing		
C Width of parking access (building-to-building)	25'	30'
D Width of paseo	25'	-

Building Setbacks		
Setback from property line	10'	15'
E Dining terrace depth ¹	10'	15'
Buildout percentage	100%	-
Rear, with alley	15' to centerline	
F Curb to building if fronting directly onto Rose Avenue "Scenic Corridor"	30'	40'
Parking		
Requirements specific to surface parking are contained in Section 2.8.6 . A Parking Management Plan is required for any project which includes a Commercial Building in the Commercial Overlay.		

Notes

1 Where provided. See **Section 2.7.4.D** and diagrammatic section on facing page.

B. Building Form & Character

1. Frontage & Access. See Commercial Frontages - Section 2.7.4

- The entirety of the building frontage along the street shall be organized into shopfront frontages consistent with the standards of Section 2.7.4.
- Any tenant space abutting the sidewalk must take direct access from the sidewalk.
- One entrance shall be provided for every 50 feet of building frontage along the street.
- Additional entrances may be permitted off the sides and rear.

2. Off-Street Loading & Unloading Areas. Except where in conflict with the provisions of this section, off-street loading & unloading requirements shall match those of Section 16-644 of the OCC. Loading docks must be located between the building and an alley - not between the building and another street. Loading docks shall not be located any closer than 50 feet from any property line and shall be screened from public view.

3. Encroachment into the right of way. Outdoor seating areas may encroach into the public right of way, provided that at least 8 feet of sidewalk area is kept clear. Subject to the approval on an encroachment permit by the Public Works Department.



Commercial buildings shape and address the street along the most possible amount of street frontage. Chamfered corners provide opportunities for conspicuous entrances.



Ample and clear fenestration that provides views deep into well-lit space is crucial for an interesting ground-floor environment.



An example of a dining terrace elevated above the sidewalk level. While dining terraces need not be elevated, this can provide additional comfort for diners along a busy street.



An example of a neighborhood-scale and neighborhood-serving commercial building that could be appropriate at corners outside of the Commercial Overlay.

2.6 Building Standards

2.6.10 Outbuildings

A. Description & Intent

Outbuildings are detached structures in the rear third of House lots. They typically have garages on the ground floor, and may provide workspace, playspace, or living space above. Accessory Dwelling Units (ADUs) are regulated by Oxnard City Code § 16-645.



Table 2.6.10 Outbuilding

Lot Size		
House lots only		
Building Size		
	Min	Max
A Building width	-	-
B Building depth	-	-
Building Setbacks		
C Side yard	5'	
Street Side Yard	Flush with house	
Rear alley	Min. 15' from centerline	
D Rear to alley	5'	
Building Height		
	Min	Max
Stories (see Section 2.6.2.K)	2	



Additional surface parking adjacent to outbuildings can supplement the on-site parking supply as desired.

B. Building Form & Character

1. Location.

- a. Outbuildings shall be allowed only on lots developed with Houses, and limited to the rear third of the lot, as measured from the front setback line.
- b. 2-story outbuildings shall be located on or near the side setback line of the westernmost or southernmost side of the lot. This does not apply to corner lots with no adjacent lot to the east or north.
- c. Outbuildings on corner lots should be located on the street side of the lot, and take access directly off the sidewalk below.

2. **Access.** Upper floor units may be accessed via an internal or exterior staircase which leads to an internal yard or directly to the alley or side street sidewalk. Outbuildings within the Edge Overlay must take primary access from the sidewalk along Cesar Chavez Dr. or Gilbralter St.

3. Windows.

- a. Openings must constitute 20% of upper floor, alley-facing façades (the "upper floor" refers to the entire façade area from the floor of the second floor to the ceiling of the top floor).



Outbuildings are designed to the same standards of architectural quality as the primary building on the site.



Access to the upper floor can be provided via external staircase, which may lead to an internal yard.



Windows and doors near alleys provide "eyes on the street" (natural surveillance) to help keep less active spaces safe.

2.7 Building Frontages

2.7.1 Private Frontage Standards

A. Introduction. The private frontage is the face of the building and the space between the building and the public or semi-public space that the building fronts. It defines not only the character of each building, but - collectively - private frontages define the character of the neighborhood and of the city. Welcoming frontages are the most important private design element of walkable neighborhoods, making the streets and open spaces comfortable, safe, pedestrian-scale “outdoor rooms” for healthy communities.

B. Applicability. Private frontage standards apply to the façade of buildings that front or side on a street or public or semi-public open space (See *Section 2.7.2*), and the space between the façade and property line. The following standards apply to all private frontages.

C. Building Entrances.

1. A primary entrance shall be provided for every 50 feet of building frontage along a street or public open space. Even spacing is not required. This shall not apply to the side frontages of Houses, Side Yard Houses, Rowhouses, or Multiplexes.
2. Primary entrances may include direct access into a ground floor unit or a common entrance into a lobby.
3. External stairways and entrances on chamfered corners satisfy the requirement for frequent primary entrances; fire exit, service, utility, and similar doors do not.

D. Fenestration. All façades on a street or public open space must be articulated by frequent openings that are organized into simple, coherent patterns.

1. Design.

- a. Depth. Except for shopfront and bay windows, individual windows must be recessed by a minimum of 4 inches, as measured from the main façade plane to glass.
- b. Frequency. The horizontal distance between openings shall not exceed 15 feet in any direction
- c. Transparency. All ground-floor windows must have an external reflectance of less than 15%, and a transparency higher than 80%.

2. Façade coverage. The following minimum areas prescribe the required percentage of glass area within the ground floor of any freestanding building, or any façade increment (see *Section 2.7.1E*). The ground floor is the entire façade area from floor to ceiling; “upper floors” refers to the entire façade area from the floor of the second floor to the ceiling of the top floor.

- a. Ground-floor residential units: 20%. Sills of windows satisfying this requirement may be no higher than 3 feet above interior finished floor.
- b. Ground-floor commercial: 70% - 90%. Sills of windows satisfying this requirement may be no higher than 3 feet above interior finished floor.
- c. Upper floors (any use) - 30% - 70%.

- E. Division into façade increments.** The facade of any building with 50 feet or more of frontage along a street or public open space, the entirety of the ground floor that is in fulfillment of the buildout requirement shall be divided into façade increments. Façade increments are coherent compositions of openings, distinguishable from each other, that are each between 15 and 30 feet wide. Upper floor window patterns should be clearly grouped by façade increment. Modulation of the wall plane and overlapping architectural features that confuse the division between each façade increment are discouraged.
- F. Grading.** The average slope between the façade of a building and the right of way shall be between 0.5% and 5%.
- G. Building Services.** All utilities, utility cabinets, above-ground equipment, fire exits, and trash containers shall be located in the rear or interior side of the lot. Rooftop equipment screening should be an integral element of building architecture. See also *Section 2.11*.
- H. Frontage elements.** *Sections 2.7.3 and 2.7.4* contain variations of frontage elements that are appropriate for the sub-neighborhood plan. In addition to the standards of this section, the standards specific to each frontage element apply wherever such element occurs.



A low fence and short front yard provide a comfortable transitional space from the sidewalk and the private porch.



Conspicuous front doors, ample fenestration, and quality building ornamentation and materials allow the design to be simple, comfortable, and engaging.



With short residential setbacks, it is necessary to raise the ground floor and group public rooms at the front.

2.7 Building Frontages

2.7.2 Frontage & Access Standards

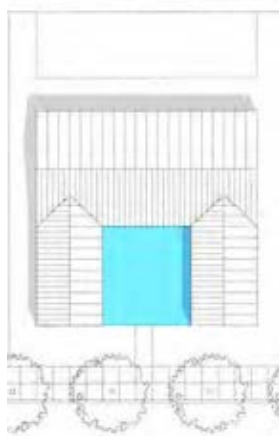
A. Description & Intent

All buildings must take primary access from the adjacent right of way. This may be through direct entrances from the sidewalk into units, through a conspicuous and welcoming common entrance that leads to a lobby, through a conspicuous and welcoming staircase that leads to an internal court, or through an extension of the public realm, off of which units can be accessed. The public realm can spill into a site in the form of forecourts, zaguans which lead into internal courtyards, and paseos/rosewalks. These spaces function as semi-public transitions between the public and private, and must be designed to balance the need for privacy, convenience, and beauty.

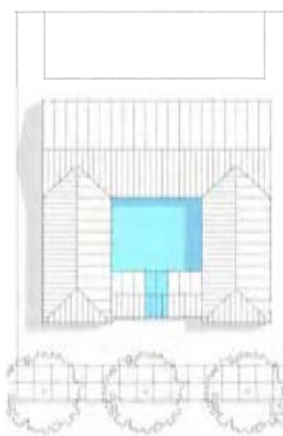


This paseo is a good example of an extensions of the public realm. It leads the pedestrian from the sidewalk, into the site where individual units are accessed.

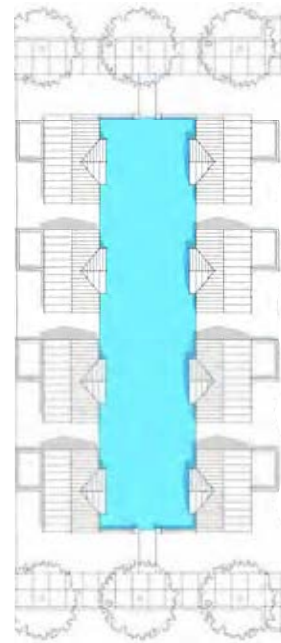
Figure 2.7.2 Public Realm Extensions



Forecourts abut the public right of way. They have a maximum depth of twice their width.



Internal Courtyards are accessed from the public right of way by internal lobbies or corridors or by paseos/rosewalks.



Paseos/Rosewalks connect through blocks, creating a non-vehicular link between public rights of way.

B. Standards & Guidelines

1. **Access into the Site.** Public realm extensions provide access from the street to dwellings, retail, office spaces, or buildings within the lot that lack direct access from the street. They may provide fully public access or they may limit access to residents or tenants.
2. **Access through the Block.** Public realm extensions can also provide connections through blocks. This can be accomplished with a paseo or through a sequence of courts and paseos linking together through the block. Where a non-vehicular connection is being used to meet walkable block size standards (*Section 2.3.2.A*), full and unrestricted public access must be provided through the route which meets this requirement.
3. **Amenities.** Public realm extensions can also double as amenity space and should be designed and furnished as such. They can serve as spaces for gathering, dining, play, and can include fountains and another amenities.
4. **Private frontage.** The private frontage variations described in *Section 2.7.3* provide the needed transition between the public realm and private space. Such transitions are also necessary when the transition is between public realm *extensions* and private space. Therefore, the frontage standards of *Section 2.7.3* also apply to building frontages along these public realm extensions.
5. **Security.** Blocks or portions of blocks which are intended to be secure and shared only by tenants and authorized guests shall be designed accordingly. Such facilities shall include security cameras, controlled access to common areas which are not open to the public, and secure mail and parcel delivery. Areas which are intended to provide partial or full public access shall take advantage of passive security measures, such as passive surveillance from the windows of private frontages designed per this Section.



A sequence of courts and paseos can create a non-vehicular connection through blocks and larger sites.



Amenities such as water fountains can greatly add to the quality and comfort of courts.



This court functions as an outdoor room while providing access to multiple buildings.

2.7 Building Frontages

2.7.3 Residential Frontages

A. Description

The neighborhoods of this plan will be characterized by relatively narrow streets framed with simple arrangements of façade elements that sit behind short front yards. This frontage space between the front lot lines and the building façades can be configured in more than one way, as the diagrams on this page illustrate. Each provides a transition from the public realm of the sidewalk to the private space of the home interior.



Table 2.7.3 Residential Frontages

Frontage element		MIN	MAX
General	A Front / street side wall height	-	3.5'
	B Elevated yard height	-	3'
	C Grading on Front Yard	0.5%	5%
	D Ground floor above grade at setback	1.5'	3.5'
Porches	E Porch depth (not including stairs) ¹	8'	-
	F Porch width	12'	-
	G Porch floor height ²	8'	12'
	H Floor height ³	1.5'	3.5'
	I Between porch and front PL	5'	-
Stoops	J Stoop width	3'	8'
	K Stoop depth (not including stairs)	3'	8'
	L Stoop floor height ³	1.5'	3.5'
	Planter/fence height	-	3'
	M Entry Recession depth	0.5'	6'

Frontage element		MIN	MAX
Balconies & Projecting Rooms	A Width	6'	24'
	B Height	-	2 floors
	C Depth	4'	10'

B. General Standards

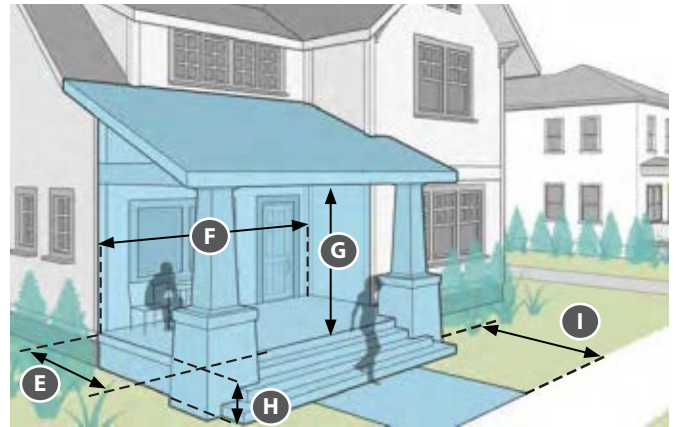
Residential buildings may be accessed through direct entrances from the sidewalk into units, through a conspicuous and welcoming common entrance that leads to a lobby, through a conspicuous and welcoming staircase that leads to an internal court, or through an extension of the public realm, off of which units can be accessed (see **Section 2.7.2**). Porches, stoops, dooryards may encroach past the build-to line and into required front yards.

Notes

- 1 Between wall and end of porch deck.
- 2 From porch floor to top of porch columns.
- 3 Measured from adjacent finished grade.
- 4 If counting toward a project's Open Space requirement, additional minimum dimensions apply per Building Type and **Section 2.6.2.J.3**.

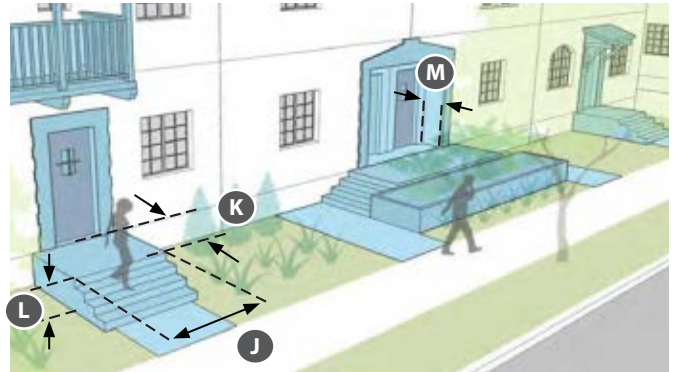
C. Specific to Porches

1. Porches may encroach into required front setbacks up to within 5 feet of the front lot line.
2. Porches must be open on at least two sides.
3. Porches may also wrap around a corner of the building. This are particularly appropriate on corner lots.
4. Railings may be up to 3 feet in height above the porch floor, and must be at least 30% open.



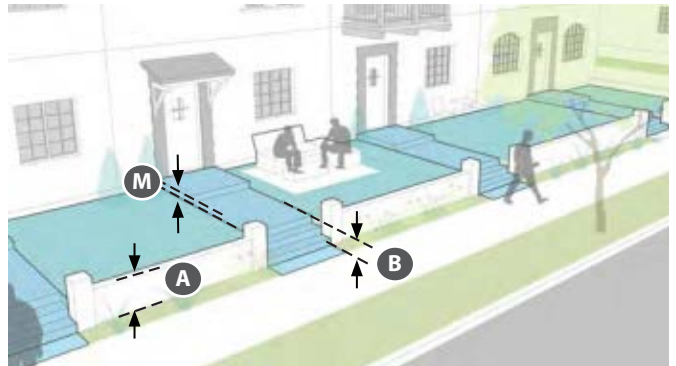
D. Specific to Stoops

1. A stoop may provide access to no more than two ground-floor dwellings.
2. Landscaping should be provided in the remaining private setback area, either at grade or in raised planters, and should be compatible with street/parkway landscaping.



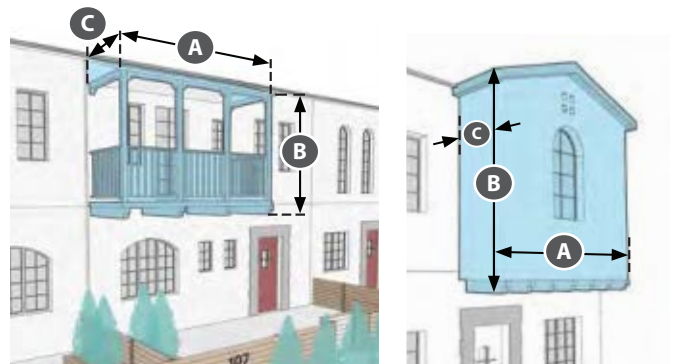
E. Specific to Dooryards / Terraces

1. Walls enclosing or retaining elevated front yards may not exceed 3.5 feet above the sidewalk. Fences that are required by the California Building Code (CBC) that are in excess of 3.5 feet shall be open railing.
2. Entry openings in walls may be provided with gates.
3. Gates shall be designed to not swing into the sidewalk area.



F. Specific to Balconies and Projecting Rooms

1. Balconies and projecting rooms shall logically correspond to interior rooms, units, and the design of facade and massing increments. They shall not overlap the division between increments or appear arbitrarily placed on a facade.



2.7 Building Frontages

2.7.4 Commercial Frontages

A. Description

Nonresidential ground floor uses must be welcoming, and allow for easy transition from the public sidewalk to the interior commercial space. The basic required architectural elements comprising the frontage of nonresidential ground floors are *shopfront assemblies*, which are discrete compositions made up of large windows, doors with glass, transom windows, and a solid shopfront base - all between vertical piers that are set about 25 feet apart. Optional elements of shopfront assemblies include awnings, cantilevered shed roofs or canopies, signage, lighting, and cornices.

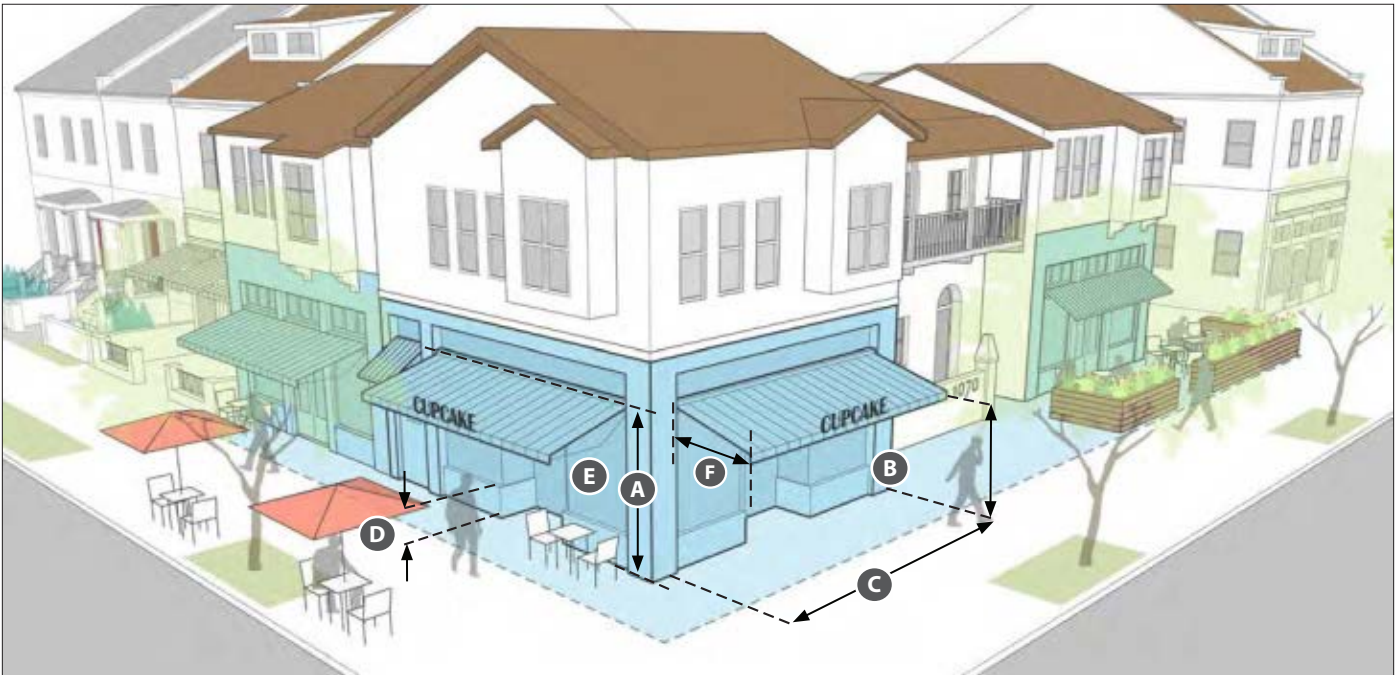


Table 2.7.4 Commercial Frontages

Frontage element		MIN	MAX
A	Height to top of transom ¹	12'	16'
B	Height to bottom of awning ²	8'	10'
C	Width of shopfront bay(s) ³	10'	25'
D	Height of shopfront base ²	1.5'	3'
E	Glass within ground floor wall area ⁴	70%	90%
F	Awning Depth	4'	-

Notes

- ¹ Clear.
- ² If provided.
- ³ Measured between piers.
- ⁴ This is measured as a percentage of the ground floor façade that is glass. The ground floor façade is the entire façade from interior finished floor to ceiling.

B. General Standards

- 1. Shopfront Bays Required.** Nonresidential ground floors shall be organized into shopfront bays.
 - a. Each bay shall contain its own simple and coherent storefront assembly of large display windows between piers.
 - b. Not every shopfront bay requires an entrance, though a primary entrance into the building must be provided for every 50 feet of building frontage.

C. Specific to Galleries and Arcades

1. Galleries and arcades must be maintained within private property.
2. Column height should be 4–8 times column width.
3. Column spacing should align with storefront openings.
4. Planter boxes may be placed between columns to provide enclosure for such uses as cafe seating.
5. Depth (façade to interior column face): 12-16 feet.
6. Height (sidewalk to ceiling): 12 feet minimum.



D. Specific to Terraces

1. The average grade of the terrace (where provided) should not be more than 3 feet higher or lower than the adjacent sidewalk or space. Walls may extend an additional 2 feet in height and open work fences/railings may reach the height required by California Building Code (CBC).
2. Terraces should feature planters or hardscape features that help to provide shade and seating.
3. Max length of terrace: 150 feet.
4. Minimum depth to shopfront façade: 8 feet.



2.8 Parking

2.8.1 Introduction

It is the intent of this section that on-site parking areas be located and configured to provide sufficient supply with convenient access to the buildings they serve, without having an adverse effect on the physical character of the neighborhood.

2.8.2 Applicability

- A. The parking standards of this section shall apply to all new development, changes in use, and changes in density or intensity within the sub-neighborhood area.
 - 1. On-site parking requirements shall not apply to nonresidential uses that do not exceed 750 square feet.
- B. Unless where in conflict, all requirements of Chapter 16, Article X of the Oxnard City Code shall apply, which include, but shall not be limited to:
 - 1. Computation of Off-Street Parking Spaces. See Section 16-620 of the OCC.
 - 2. Bicycle Parking. Bicycle parking requirements shall match those of Sections 16-623 and 16-637 of the OCC.
 - 3. Motorcycle Parking. Motorcycle parking requirements shall match those of Sections 16-624 of the OCC.
 - 4. Dimensional Standards. Except where in conflict with the provisions of this section, standards for parking spaces and aisles shall comply with the minimum dimension standards established in Sections 16-636, 16-638, and 16-639 of the OCC.

- 5. Except where in conflict with the provisions of this section, location requirements shall match those of Section 16-645 of the OCC.
- 6. Parking Area and Construction Standards. Except where in conflict with the provisions of this section, parking area and construction standards requirements shall match those of Section 16-643 of the OCC.
- 7. Off-Street Loading & Unloading Areas. Except where in conflict with the provisions of this section, off-street loading & unloading requirements shall match those of Section 16-644 of the OCC.
- 8. Location of Parking Spaces. Except where in conflict with the provisions of this section, parking location requirements shall match those of Section 16-645 of the OCC.

2.8.3 Parking Standards

- A. This sub-neighborhood plan recognizes and provides standards for four general on-site parking configurations: private parking in the rear of lot, private parking in the front of lot, shared surface parking, and shared garage parking. Standards specific to each configuration are provided on the following pages. Additional standards related to parking may also be specific to each building type, in which case they are included in the building type’s section (*Sections 2.6.3 through 2.6.9*).

Table 2.8-I Parking Configurations ¹

Building Type	Allowed Parking Configurations	Section
House on 55'-wide lot	Private parking - front or rear of lot	2.8.4 or 2.8.5
House on lot less than 55' wide	Private parking - rear of lot	2.8.4
Side Yard House	Private parking - rear of lot	2.8.4
Rowhouse	Private parking - rear of lot, and/or surface parking	2.8.4 and 2.8.6
Multiplex	Private parking - rear of lot, and/or surface parking	2.8.4 and 2.8.6
Walk-up	Private parking - rear of lot, and/or surface parking	2.8.4 and 2.8.6
Podium	Structure, surface parking allowed for visitor spaces	2.8.6 and 2.8.7
Commercial	Surface parking, structure if part of mixed use development	2.8.6 and 2.8.7

Notes

¹ See also *Section 2.8.3.B*.

- B. Tuckunder parking is allowed with any applicable building type, provided that all spaces are located at the rear of the building and behind at least 30 feet of occupiable space. Semi-subterranean spaces may extend to building faces. **Figure 2.2.8.7-II.**
- C. A Parking Management Plan shall be required for any project which includes one of the following:
1. A Commercial Building within the Commercial Overlay.
 2. A request for administrative relief from parking requirements (see OCC § 16-651).
- Parking Management Plans shall include site plan(s) and table(s) that demonstrates compliance with the parking requirements of this code and of Chapter 16, Article X, Division 4 of the OCC. Parking Management Plans shall be submitted, considered, and either approved, approved with conditions, or denied together with a SUP or DDRP.
- D. Buildings with the following conditions may not contain front-of-lot garages, surface parking frontage, or entrances to structured parking garages, regardless of lot width:
1. Along Milagro Pl.
 2. Along Cesar Chavez Dr. or Gilbralter St.
 3. Directly across from a park.
- E. Required number of spaces.
1. Allowed on-site parking locations and parking access configurations are determined by building type. See **Table 2.8-I.**
 2. The number of required on-site parking spaces are itemized in **Table 2.8-II.**
 3. On-street parking may only count toward the minimum requirements for nonresidential uses and required visitor parking for residential uses. On-street parking counting towards these requirements must be directly adjacent to the lot on which the use is located. On-street spaces may double count at the discretion of the Director if it is determined that the uses have different peak times. Requirements regarding location and dimensions for on-street parking are covered in **Section 5.9.**
 4. Administrative parking relief may be allowed through the provisions of Section 16-650 and 16-651 of the OCC.
- F. Driveways.
1. One-way driveways shall not exceed a width of 14 feet; two-way driveways shall not exceed a width of 24 feet.
 2. Driveway aprons shall not exceed the width of the driveway by more than 20%.
 3. Driveways shall be perpendicular to the street.
 4. Driveways shall be designed to prioritize the user of the sidewalk, and have no effect on sidewalk width or direction; the sidewalk slope across alley entrances shall no case exceed slope of 2%.

Table 2.8-II Parking Spaces Required

Building Type	Number of Spaces Required
House on 55'-wide lot	2 per unit
House on lot less than 55' wide	2 per unit
Side Yard House	2 per unit
Rowhouse	2 per unit
Multiplex	1 per 1-bedroom unit
Walk-up	1.5 per 2- or 3-bedroom unit
Podium	2 per 4-bedroom unit
Commercial	3 per 1,000 square feet of net floor area

Notes

- 1 Any use not listed here shall default to the parking minimum contained in the OCC.

2.8 Parking

2.8.4 Private Parking - Rear of Lot

A. Description & Intent

Private parking at the rear of the lot is an appropriate configuration for Houses, Side Yard Houses, Rowhouses, and Multiplexes. Ideally, rear parking is accessed via alley, but in absence of an alley, they may be accessed via a narrow side drive. This configuration allows for a more welcoming streetscape, uninterrupted by garage doors. It also frees street space for more street parking.

B. General Standards

1. **Access.** Lots with alleys may only provide access to on-site parking from the alley. Front curb cuts are prohibited on lots with alleys
2. **Location.** Parking areas shall be located wholly within the rear third of the lot. Rear parking may be attached or detached to the primary building.
3. **Corner lots.** Corner lots with no alley may provide parking accessible from the side street instead of the front street.
4. **Enclosure.** On-site parking may be housed in outbuildings, or be provided via carport. In either case, the architectural quality and style of the structure shall match that of the primary building on the lot.
5. **Dimensions.** Each on-site un-enclosed surface parking space must measure 9 feet wide by 18 feet deep. The interior of a single car garage shall measure at least 10.5' by 20'. The interior of a two car garage shall measure at least 20' by 20'.
6. **Driveway Width.** The pavement of front driveways to garages in the rear of lots (See *Configuration C*) shall not exceed 11 feet in width. Side driveways on corner lots (See *Configuration D*) shall not exceed 18 feet in width.
7. **Driveway Material.** Asphalt is not a permitted driveway material. Landscaped strips, grasscrete, and other driveway designs which incorporate landscaping are encouraged.



Garages and surface parking spaces can be accessed from the alley.



This pergola is consistent with the architectural quality of the house, and adds shade to the parking spaces.

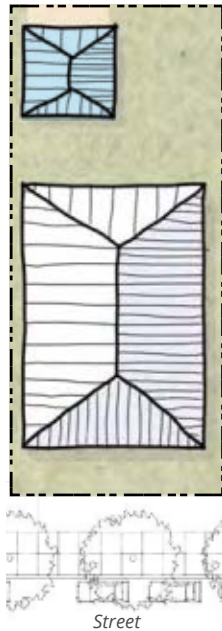


Corner lots may have garages which are accessed from side streets. (Does not apply to Edge Zone sites).

Figure 2.8.4-I Rear Parking Configurations: Detached Housing Types

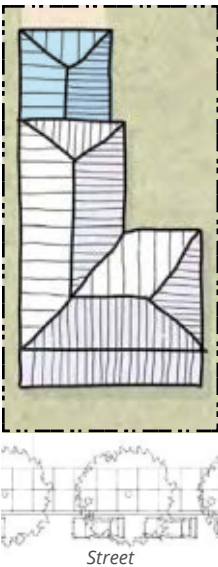
Configuration A

Alley-accessed parking at the rear of, or behind the house.
Alley



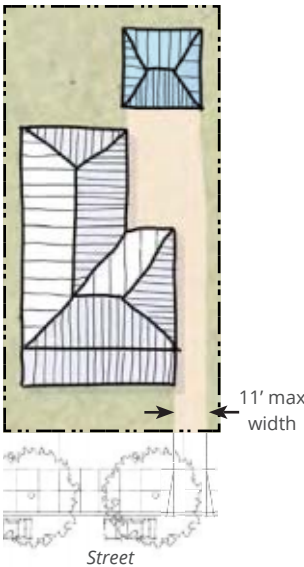
Configuration B

Alley-accessed parking at the rear of, or behind the house, attached to the primary mass of the house.
Alley



Configuration C

Rear parking is accessed by a narrow side driveway.
Alley



Configuration D

A rear garage accessed from the side street.

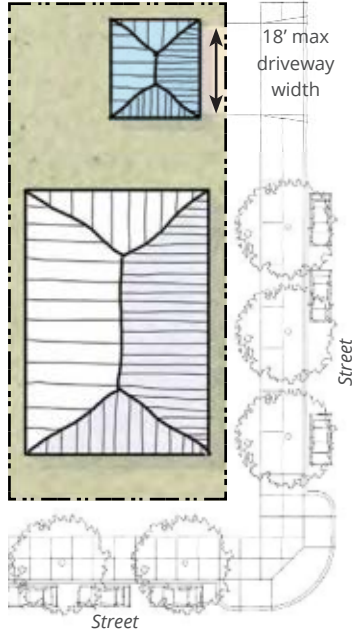


Figure 2.8.4-II Rear Parking Configurations: Attached Housing Types

Configuration A

Parking is detached.
Alley



Configuration B

Parking is attached.
Alley



Configuration C

Tuckunder: Parking is "tucked under" the rear portion of the building.
Alley



- Lot line
- Driveway
- Garage

2.8 Parking

2.8.5 Private Garage - Front of Lot

A. Description & Intent

Private garages can be appropriate in the front of residential lots when no alley is present. However, they risk dominating the street frontage, creating a sterile streetscape, and compromising the security of the sidewalk. The intent of these standards is to help minimize these negative aesthetic impacts of front garages.

1. **Enclosure.** Front-of-lot on-site parking must be housed in garages.
2. **Dimensions.** The interior of a single car garage shall measure at least 10.5' by 20'. The interior of a two car garage shall measure at least 20' by 20'.
3. **Driveway Width.** The pavement of front driveways to front-of-lot garages shall not exceed 18 feet in width.
4. **Garage Doors.** Each bay shall contain its own door. Openings shall be limited to the upper 1/4 of the door.
5. **Driveway Material.** Asphalt is not a permitted driveway material. Landscaped strips, grasscrete, and other driveway designs which incorporate landscaping are encouraged.



This pergola mitigates the visual impact of the garage doors.



Garage doors are set back from the primary façade.



One garage door is permitted per bay.

Figure 2.8.5 Front Parking Configuration

Configuration A

A front garage is set well behind the house's façade.

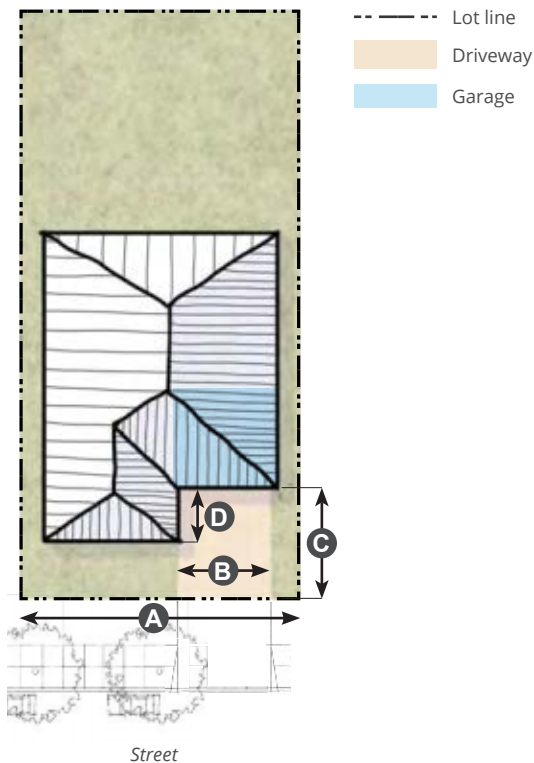


Table 2.8.5 Front Parking Configuration

A Lot width at front lot line	55' min width
B Driveway to front garage	18' max width
C Front garage setback	20' from front lot line
D Front garage setback	5' from house façade

2.8 Parking

2.8.6 Surface Parking

A. Description & Intent

Surface parking lots provide convenient, shared parking. To the extent practical, they should be screened behind buildings, heavily shaded with tree canopies, and have permeable surfaces. Wherever fronting a street, they should be sized and configured to host future development or easily convert to a more desirable use. Except where in conflict with the provisions of this chapter, surface parking lots shall be designed and built to the standards of Chapter 16, Article X, Division 4 of the OCC.

B. General Standards

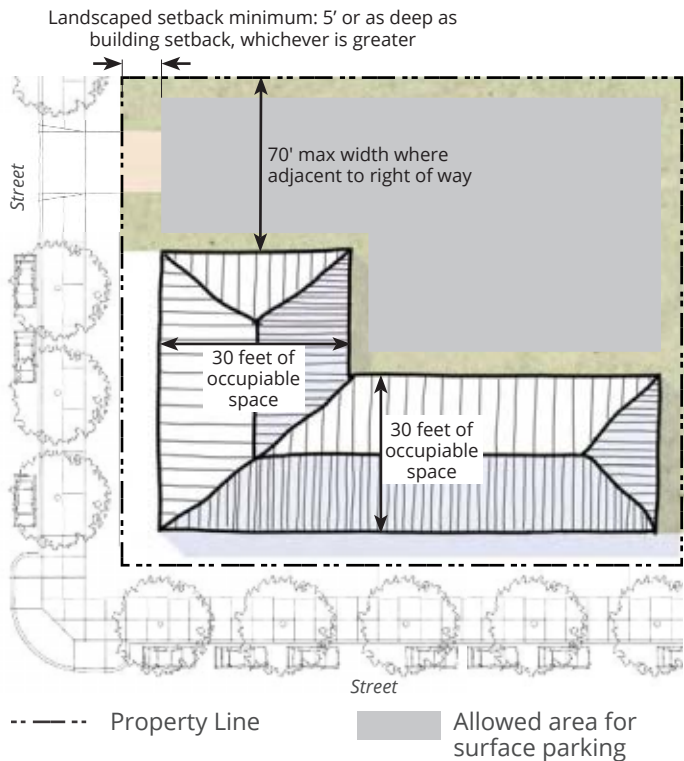
1. Location and Configuration.

- No surface parking shall be provided between the façade of a primary building and the front or street-side property line.
- Surface lots may abut rights of way provided the following criteria are met:
 - The lot does not abut an adjacent surface parking lot.
 - Except for within the Commercial Overlay, no surface lot may contain more than 70 feet of frontage along a street.
 - The following streets may not contain surface parking frontage:
 - Milagro Pl.
 - Cesar Chavez Dr, east of the southerly extension of Concha St.
 - Any street segment abutting a park
 - If surface parking is provided on a separate lot from that of the primary building, that lot shall be sized to accommodate future development in compliance with the standards of this sub-neighborhood plan.

- 2. Vehicular Access.** Parking lots shall be accessed by a drive (side of lot) or alley (rear of lot). Driveways may be one- or two-way and must provide a dedicated entrance/exit.

- 3. Pedestrian Access.** Lots which contain more than 20 parking spaces must provide pedestrian access from on-site parking to the street by a path which is not shared with the vehicular access. All pedestrian access

Figure 2.8.6 Surface Parking Configuration



Surface parking is ideally located in the center of the block, with buildings fronting the streets.



Parking adjacent to the right of way is minimized (one bay) and screened by low walls and landscaping.

shall be clearly marked, lit and meet all Americans with Disabilities Act and California Building Code accessibility requirements.

4. **Screening.** Any portion of the surface parking lot adjacent to the street and in excess of the required driveway width must be set back 5 feet from the sidewalk or as far back as the building face - whichever is greater. A wall or hedge that is between 3 and 3.5 feet in height must be located within this setback area, but shall be no closer than 1.5 feet to either the sidewalk or to the edge of the surface lot. The remainder of the setback area shall include trees and shrubs which are selected for their ultimate scale to the space. Screening shall be interrupted only for vehicular and pedestrian access and visibility. Architectural features, such as pergolas may frame pedestrian or vehicular entrances, and shall not exceed a height of 9 feet.
5. **Shade.** A minimum of 10 percent of the parking facility shall be covered by tree canopy, but shade is encouraged to be provided throughout surface lots. In addition to trees, shade structures may be provided, including arbors, trellises, pergolas, mesh and overhead canopies. For lots without public frontage and not visible from the sidewalk, standalone solar structures may be used. For lots within public view, individual solar panels may be applied to existing shade structures.
6. **Lighting.** Like alleys, parking lots must have lighting with an average of 0.6 footcandles but not less than 0.5 footcandles. Within public frontage in front of parking lots, lighting is subject to the standards of §2.9.2.D. Outdoor light fixtures shall be recessed and shielded so that the light source (the bulb) is not visible from the right of way and that glare and reflections are confined to the parking lot.
7. **Landscape.** Water-conserving vegetation shall be applied in compliance with the following:
 - c. **Amount of landscaping.** Landscaping within or around the parking area shall cover a minimum ratio of 10% of the gross area of the parking lot. A minimum of one shade tree shall be provided for every eight parking spaces, or trees shall be provided to achieve 30% canopy coverage of paved area at maturity, whichever is greater.
 - d. **Location.** Landscaping shall be evenly dispersed in a parking area with trees planted around the perimeter. For larger parking areas, orchard-style tree plantings (placed in uniformly-spaced rows) are required.
 - e. **Irrigation.** Appropriate irrigation and drainage shall be provided for all landscaped areas.
 - f. **City Code.** Except where in conflict with the provisions of this section, landscaping and maintenance requirements shall match those of Sections 16-640, 16-641, and 16-642 of the OCC.
8. **Paving.** Parking areas should be designed to reduce the amount of run-off generating surface area. The following permeable surfaces for parking and maneuvering areas are encouraged subject to fire department approval:
 - g. Pervious asphalt and concrete;
 - h. Permeable pavers;
 - i. Reinforced gravel paving;
 - j. Reinforced grass paving;
 - k. Other permeable and rated surfaces as approved by the City.
9. **Finishes.** Parking lot and structure materials, finishes, fixtures and colors should be designed in a manner that is consistent with the architectural character of adjacent buildings.
10. **Amenities.** The following amenities may be integrated to support alternative modes of transportation and sustainability. These amenities should be located in convenient locations to incentivize their use.
 - l. **Bicycle Parking.** Bicycle parking may be located within surface lots.
 - m. **Clean Air/Electric Vehicle Parking and Charging Stations.** Parking facilities may incentivize the use of clean air and electric vehicles.
 - n. **Golf-Cart / Motorcycle / Scooter Parking.** Parking for regulation-size golf-carts, motorcycles and scooters may be provided in compliance with city standards.

2.8 Parking

2.8.7 Structured Parking

A. Description & Intent

Structured parking may be in the form of a podium building (See **Section 2.6.8**). What is important from an aesthetic perspective, is that the parking be lined so as not to be visible from the public right of way. Likewise, the vehicular entrance/exit should be intuitively located, but designed so as not to dominate the frontage.

B. General Standards

1. Location.

- a. This type of parking configuration is only allowed for Podium buildings, which are restricted to the Open Zone. (See **Figure 2.4**).
- b. The following streets may not contain garage entrances:
 - i. Milagro Pl.
 - ii. Edge Overlay
 - iii. Any street abutting a park

1. Setbacks.

- a. **At grade.** Where adjacent to any street, structured parking shall be behind at least 30 feet of occupiable space on all floors. The lining shall be designed per the Frontage Standards in **Section 2.7** and **Figures 2.8.7-I**.
- b. **Subterranean.** Fully-subterranean garages may extend to all lot lines. Semi-subterranean garages may extend to building faces. **Figure 2.2.8.7-II**.

2. **Height.** Parking levels shall not exceed the height of the occupiable portion of the building.

3. Pedestrian Access

- a. All pedestrian access shall be clearly marked, well-lit, and separate from vehicular access.
- b. All pedestrian access must be provided to the public right of way by a path which is independent from the vehicular access.



Parking access should be intuitively located but not dominate the frontage.



DON'T: *The parking entrance dominates the composition, interrupting the ground floor frontage. Its width, height, central location, and even signage make the entrance more conspicuous than it needs to be.*

4. **Lighting.** Parking structures shall have lighting with an average of not less than 1 footcandle.

Figure 2.8.7-I Podium Parking

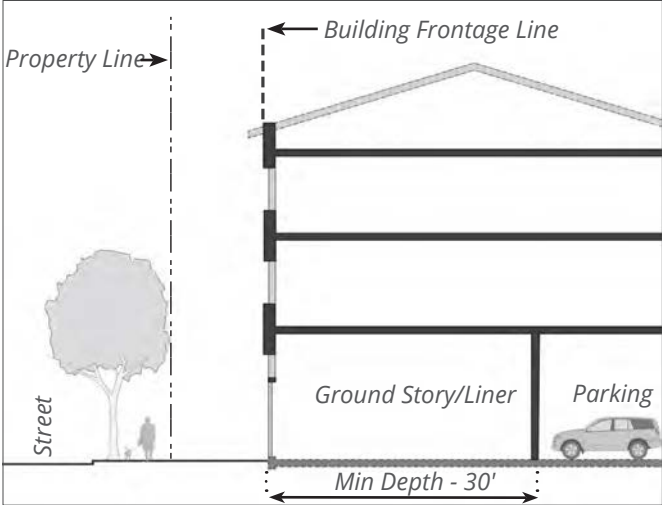
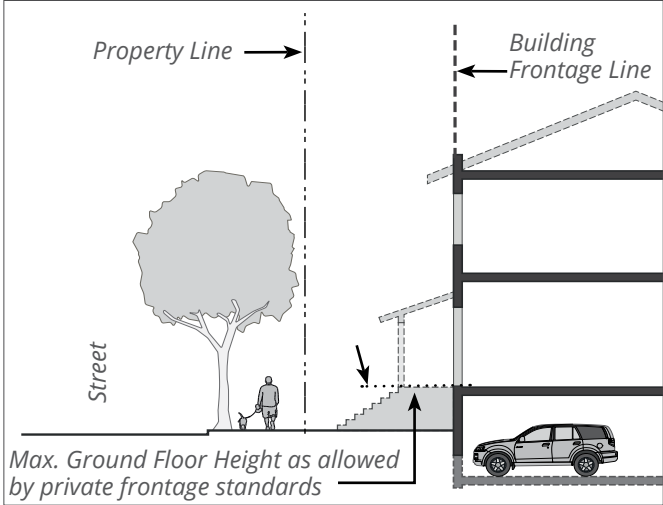


Figure 2.8.7-II Subterranean Parking



2.9 Thoroughfares

2.9.1 Introduction

Neighborhood streets throughout the plan will serve as comfortable outdoor spaces which accommodate multiple modes of transportation. Wide sidewalks, well shaded with trees and lined with human-scaled street lighting provide a welcoming pedestrian experience. Where possible, parallel street parking shall be provided on both sides of streets for additional resident and visitor spaces. Lane widths should be narrow to keep traffic speeds low, and therefore compatible with the presense of pedestrians and cyclists. A variety of private frontages with a consistent rhythm of front entries and living spaces facing the streets provide interest and life to the street.

All rights of way within the plan area shall be designed and developed in compliance with the standards provided in this section, as well of those of the Bicycle and Pedestrian Master Plan. While the block structure and street alignments may deviate from this figure, the required street types and their respective standards may not. The street network and street designs of each street will be reviewed and approved through the Master Plan process, as defined in *Sections 2.2.3*.

All new street within the sub-neighborhood plan area shall demonstrate a design speed that is not in excess of 20mph. To the extent possible, all new streets should be designed for low speeds, so that additional traffic-calming applications are not necessary. Traffic -calming applications may be applied to existing, retrofitted streets.

Figure 2.9 shows the street network of the plan. Each line of the legend corresponds with its own sub-section below, containing dimensional standards and illustrations. ¹

Thoroughfares Legend

-  **Rose Ave.**
See Section 2.9.4
-  **Camino del Sol**
See Section 2.9.5
-  **Jacinto Dr.**
See Section 2.9.6
-  **Cesar Chavez Dr. & Gibraltar St.**
See Section 2.9.7
-  **Neighborhood Street**
See Section 2.9.8
-  **High School Public Road**
Per improvement agreement with the City
-  **Paseo**
See Fig 2.9.9
-  **Alley**
See Fig. 2.9.10
-  **Park Edge**
See Section 2.9.11

Notes

¹ In the illustrations in this section lane lines and centerlines are shown for clarity of functional areas and dimensioning, but are not intended to illustrate the final striping plans for each type. For example, residential streets will typically not have any striping, and parking lanes will in most cases not be striped.

Figure 2.9.1 Thoroughfares



2.9 Thoroughfares

Figure 2.9.2 Pedestrian and Bike Network



2.9.2 Public Frontage

Public frontage is the area within the public right of way that is not dedicated to the movement of automobiles. This typically includes the sidewalk and parkway, and often also includes a parking lane and bike lane. The following general standards apply to all public frontage elements within the plan area.

- A. Parkway.** Parkway adjacent to fully-residential property will include low plantings and native, drought-tolerant street trees. Softscape may be occasionally interrupted by narrow strips of permeable hardscape or stepping stones. It is recommended that parkways be used as stormwater detention opportunities where possible.
- B. Street Trees.** Drought-tolerant and shade-producing street trees shall be included in all parkway strips, and have an average spacing of no less than 30 feet on each block face.
- C. On-street Parking.** On-street parking is assumed on all streets. Near corners, spaces shall be placed so as not to infringe upon pedestrian visibility.
- D. Lighting.** With the exception of Rose Ave. and Camino del Sol, all new streets shall have at least one lamp post within parkways per every four trees, and alternate sides. They shall be limited to 15 feet in height. Street light fixtures shall be spaced as widely as practical for public safety purposes, and shall be International Dark-Sky-Association-approved Dark Sky Friendly Fixtures. All sidewalks must have lighting with an average of 0.6 footcandles but not less than 0.3 footcandles.
- E. Curb Paint.** Curbs should not be painted. Every effort shall be made to identify curb parking regulations through other means.
- F. Bicycle lanes.** In addition to the standards provided herein, all proposed bike lane designs shall be reviewed against the recommendations of the most current edition of NACTO's Urban Bikeway Design Guide.
- G. Utilities.** All above-ground utilities shall be located within alleys, interior building corners, at building offsets, or other similar locations where the building mass acts as a shield from public view. See **Section 2.11** for more detail.

2.9.3 Street Corners

As illustrated in **Figures 2.9.3.A & B**, the effective turning radius takes parked cars and bike lanes into account. The curb radii, however, shall not exceed 20' (see **Figure 2.9.3.A**) except in atypical circumstances as deemed necessary by the City Engineer. Curb radii of 10' or less are recommended (**Figure 2.9.3.B**).

Fig 2.9.3.A Turning Radii

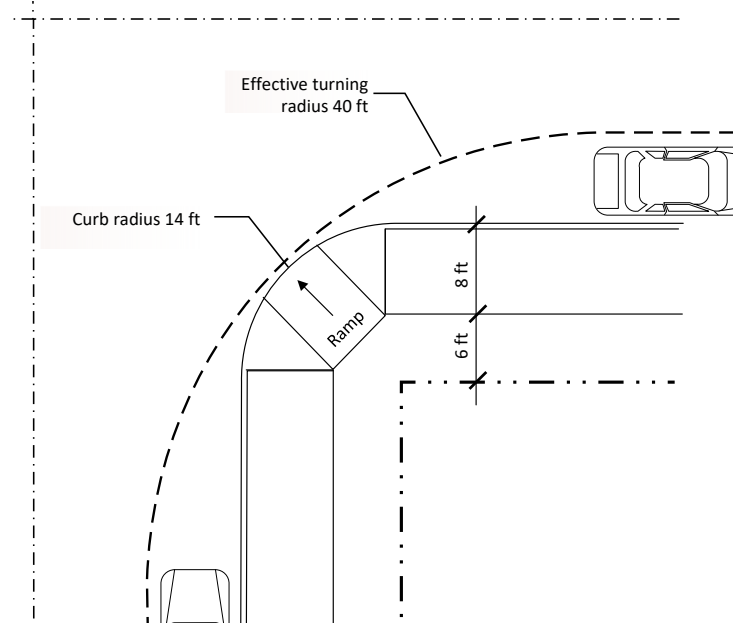
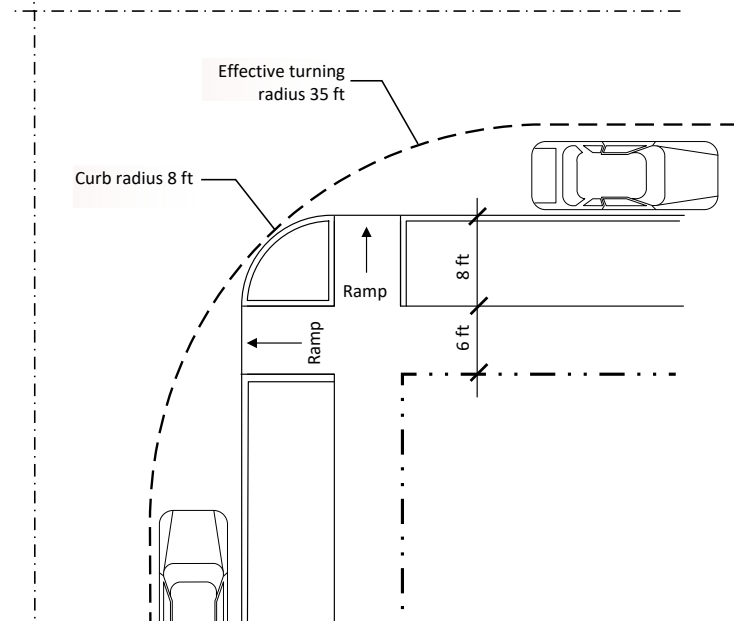
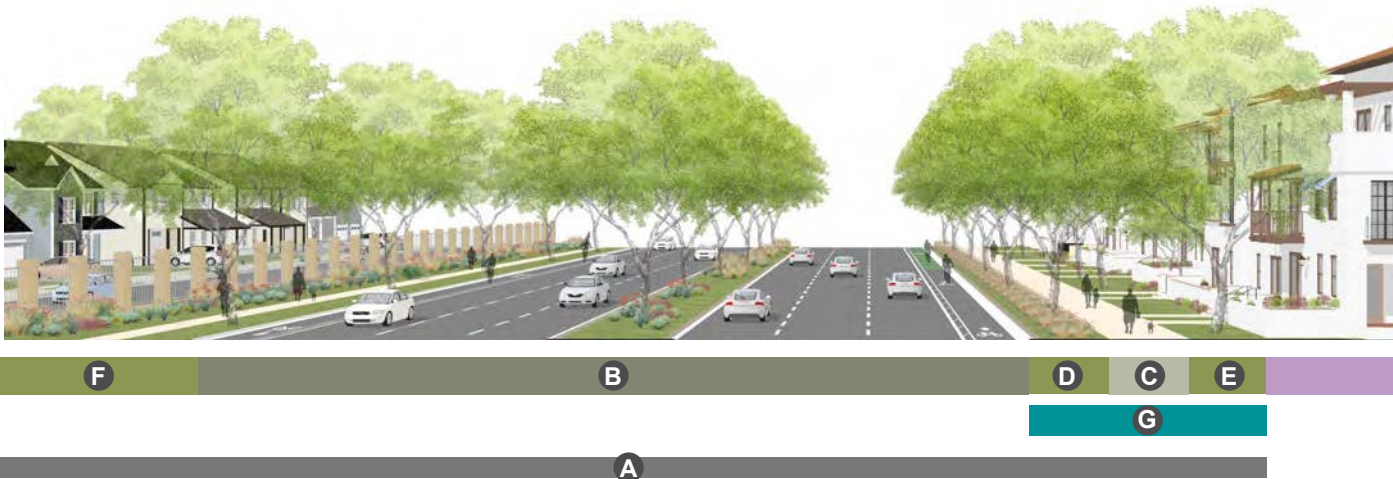


Fig 2.9.3.B Turning Radii



2.9 Thoroughfares

2.9.4 Rose Avenue



Intent

Rose Avenue is one of Oxnard’s primary north-south thoroughfares, and the General Plan envisions it as part of a city-wide network of scenic corridors (2030 General Plan Background Report). The design of scenic corridors requires careful attention in order to protect the scenic values of the area, and they are to feature a 30’-wide “landscaped buffer” (General Plan CD-9.4). The parkway strip closest to the street will be planted with 18-inch shrubs or continuous hedges to dissuade crossing at the middle of the block. A Multi-Use Path will run down this landscaped buffer to provide an active transportation link to destinations along Rose Ave. The General Plan has also identified Rose Ave as needing an expansion to 6 lanes in order to accommodate high levels of traffic. See **Section 1.3.E** for more on the vision for Rose Avenue.

Table 2.9.4-I Rose Ave - Parkway

1. Public Right-of-Way		
A	R.O.W. per improvement agreement with City	Varies*
2. Roadway		
B	Roadway and bike lane configuration per improvement agreement with City	~104’ (varies)
3. Public Frontage		
C	Multi-Use Path (MUP)	10’ min.
D	MUP Parkway	10’ min.
E	MUP Parkway 2*	10’-15’
F	Sidewalk & Landscaping per Existing	
G	Required “Scenic Corridor” landscaped buffer: 30’ min. from curb to private frontage.	
4. Private Frontage		
See Section 2.7 - Building Frontages		

*The MUP Parkway 2 (E) shall permit pedestrian access from the MUP to the private frontage along Rose Ave and to any Paseos connecting to Rose Ave.

**Figure 2.9.4-II Rose Ave -
Commercial Frontage**

Design Standards (5.7.11C)

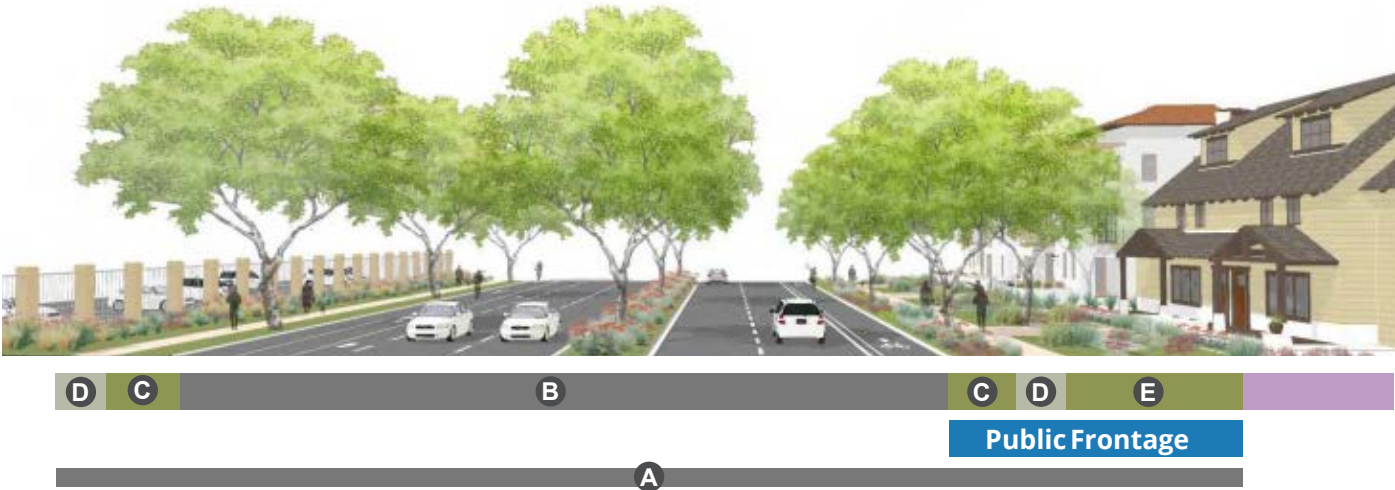
C	Multi-Use Path (MUP)	10' min.
D	MUP Parkway	10' min.

The intersections of Rose Ave with Cesar Chavez Dr and Camino del Sol offer opportunities to insert a small neighborhood-serving commercial center. Here, landscaping defines and shields dining terraces and the multi-use path continues.



2.9 Thoroughfares

2.9.5 Camino del Sol



Intent

The Southwest Neighborhood is bound on its southern edge by Camino del Sol. Active transportation improvements to Camino del Sol are proposed, including bike lanes and new sidewalks. In the Southwest Neighborhood, a linear park and frontage lane along Camino del Sol will provide a transition from the relatively busy street to the intimate dooryards and porches of new homes. The frontage lane also provides parking, allowing front doors to face Camino del Sol rather than buildings turning their back on the street. The landscaping and lane also provide opportunities for water retention and detention along this southern edge of the neighborhood. See *Section 1.3.F* for more on the vision for Camino del Sol and the Southwest Neighborhood.

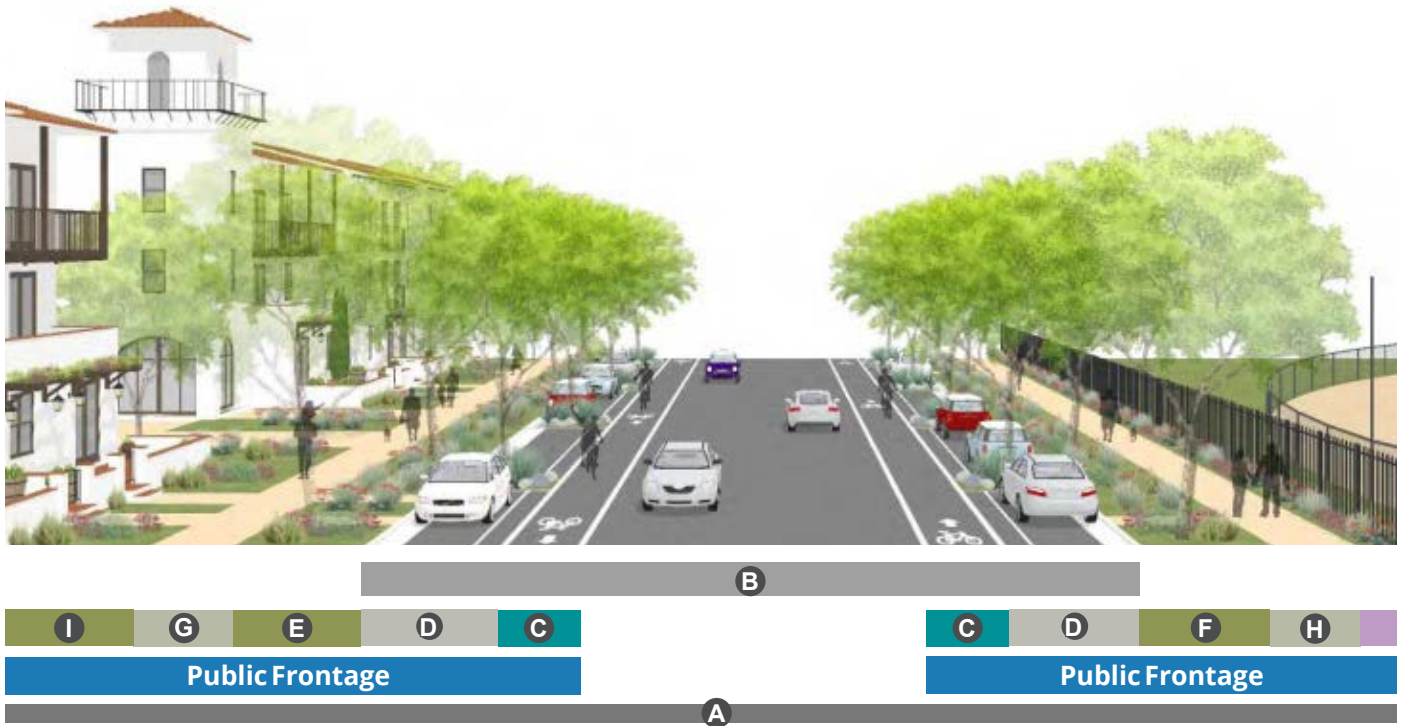
Frontage Lane Standards

If this design is utilized, any frontage lane entry or exit onto a neighborhood street must be a minimum of 45' from Camino del Sol.

Table 2.9.5 Camino del Sol

1. Public Right-of-Way		
A	R.O.W. per improvement agreement with City	
2. Roadway		
B	Roadway and bike lane configuration per improvement agreement with City	~84' (varies along length of Rose Ave)
3. Public Frontage		
C	Landscape & furnishing zone	8'–10'
D	Sidewalk (pedestrian zone)	5' min.
E	Linear Park (shall permit pedestrian access from sidewalk to private frontage)	Varies as needed for stormwater management
4. Private Frontage		
See Section 2.7 - Building Frontages		

2.9.6 Jacinto Drive



Intent

Jacinto Drive is envisioned as a Multi-Use connection from Rose Ave into the new and existing neighborhoods, as well as to the park and schools. See **Section 1.3.D** for more on the vision for Jacinto Drive and the High School Edge area. Jacinto Drive, with its bike lanes and comfortable sidewalks, is one of two east-west connections which together are intended to fulfill the intent of the “greenbelt” envisioned in the NECSP and quoted below.

“Greenbelts are intended to provide means of access for bicyclists and pedestrians from within a special development to another area. Greenbelts... are to link private and public open spaces and parks. Greenbelts can also include formal narrow pedestrian paths.” (NECSP Sect. 3.5.2)

The other east-west connection which helps to achieve the Greenbelt vision is Cesar Chavez Dr bike boulevard (see **Section 2.9.7** and **Section 1.3.A**).

Standards

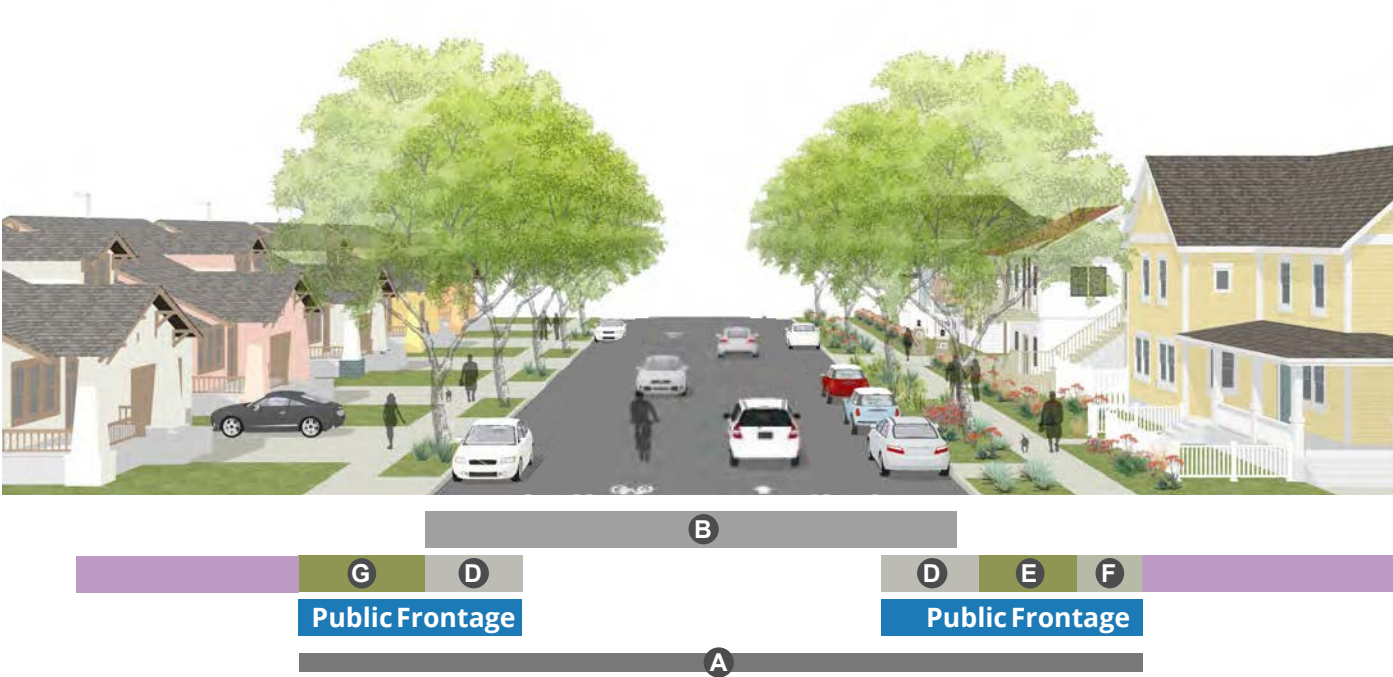
Jacinto shall incorporate roundabouts per *NCHRP Report 672* in accordance with **Section 405.10** of the *California Highway Design Manual* at the 2 locations identified in the regulating plan in order to calm traffic and create a safer pedestrian and biking environment.

Table 2.9.6 Jacinto Dr

1. Public Right-of-Way	
A R.O.W.	Varies, 99' Max.
2. Curb-to-Curb	
B Curb-to-Curb	54'
3. Public Frontage	
C Class II Bike lane	6'
D Parking	8'-9'
E North Parkway	8'
F South Parkway	8'
Street tree spacing	35' o.c. max
G Multi-Use Path	10'
H South Sidewalk	7'
I Landscape Zone	10'-12'
4. Private Frontage	
See Section 2.7 - Building Frontages	

2.9 Thoroughfares

2.9.7 Cesar Chavez Drive & Gibraltar St



Intent

Cesar Chavez Dr and Gibraltar St are existing streets which will be enhanced and completed with new, appropriately-massed homes, sidewalks, and landscaping on the Area A side of the street that create a sensitive and harmonious transition to the surrounding neighborhood (for Edge Overlay building standards, see *Section 2.4.5.C*)

Standards

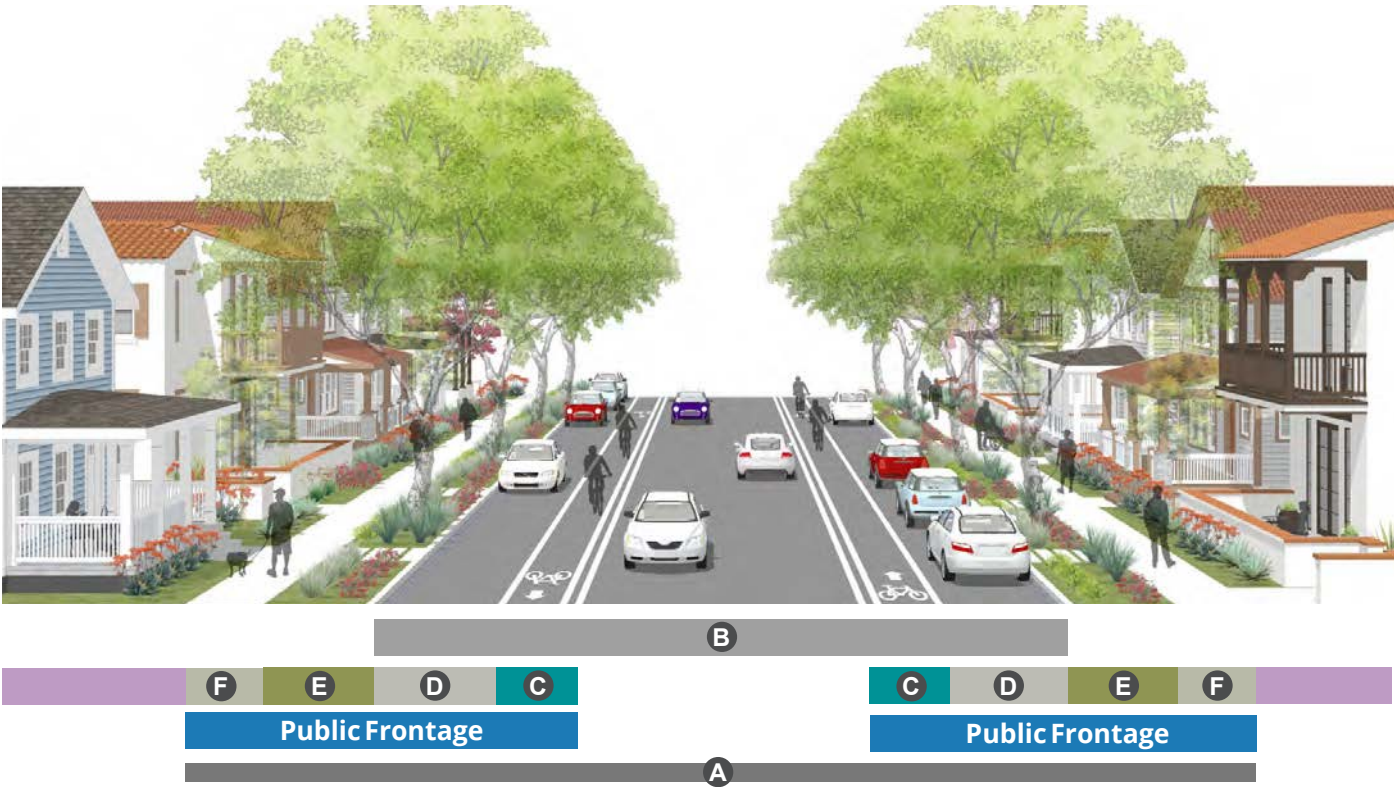
Cesar Chavez Dr and Gibraltar St shall be designed as Bicycle Boulevards per the Bicycle and Pedestrian Master Plan. See pages A-26-36 for specific design requirements. Improvements must include:

- Class II bike lanes.
- Mini Roundabout at Concha Street as described and illustrated in the National Association of Transportation Official's Urban Street Design Guide, and per the standards of the most current MUTCD.
- Intersection Crossing Treatments and Corner Bulbouts.

Table 2.9.7 Cesar Chavez & Gibraltar St

1. Public Right-of-Way	
A R.O.W.	70'
2. Curb-to-Curb	
B Curb-to-Curb	44' max.
3. Public Frontage	
D Parking	8'-9'
E Landscape & furnishing zone	8'
Street tree spacing	35' o.c. max
F Sidewalk (pedestrian zone)	5'
G Sidewalk & Landscaping per Existing	
4. Private Frontage	
See Section 2.7 - Building Frontages	

2.9.8 Neighborhood Street



Intent

Neighborhood streets throughout the plan will serve as comfortable outdoor spaces which accommodate multiple modes of transportation. Wide sidewalks, well shaded with trees and lined with human-scaled street lighting, improve the pedestrian experience. Parallel street parking on both sides of streets provides for additional resident spaces and visitor spaces. Minimal lane widths keep vehicular traffic speeds low, improving safety for pedestrians as well as cyclists, who get dedicated bike lanes. A variety of private frontages with a consistent rhythm of front entries and living spaces facing the streets provide interest and life to the street.

Table 2.9.8 Neighborhood Street

1. Public Right-of-Way	
A R.O.W.	70'
2. Curb-to-Curb	
B Curb-to-Curb	44' max.
3. Public Frontage	
C Class II Bike Lane (where provided)	5'
D Parking	8'-9'
E Parkway	8'
Street tree spacing	35' o.c. max
F Sidewalk (pedestrian zone)	5'
4. Private Frontage	
See Section 2.7 - Building Frontages	

2.9 Thoroughfares

2.9.9 Paseos



Paseo in RiverPark, Oxnard



Paseo in Hercules



Intent

In the site, paseos increase connectivity and provide a unique public realm experience. Paseos can also serve as additional pocket parks and play spaces or function as “Rosewalks”—a pedestrian-only route where the primary entrances of the homes front onto the open space. This creates intimate spaces that can bring greens and plaza amenities right to the front door of units, providing a different environment that can be attractive for families. Like alleys, the HOA shall own and maintain the paseos and maintain clear sightlines of 2 to 7 feet above grade

Table 2.9.9 Paseo

Design Standards		
A	Building-to-Building	25' min.
	Building-to-building at pinch points (pinch points cannot comprise more than 20% of the length of the required route through the block)	15' min.
B	Walkway area, including landscaping	15' min.
	Sidewalk(s) within the walkway area	5' min.
2. Private Frontage		
See Section 2.7 - Building Frontages		

This page is intentionally left blank.

2.9.10 Alleys



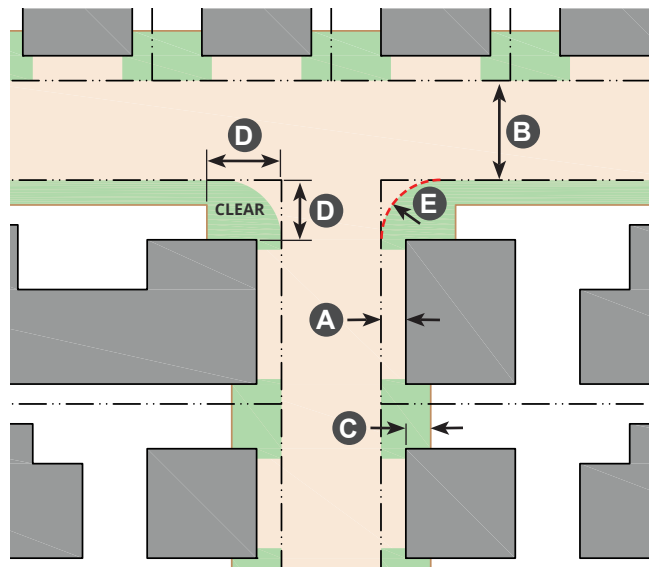
Table 2.9.10 Alley

Design Standards	
A Building Setback	5'
B Alley Clear Width	20'
C Fence/wall behind building face	5'
D Corner clearance at alley intersections	12' x 15'
E Paved turning radius at alley intersections	15'

Alleys provide vehicular access for parking, services, and deliveries. By nature, they carry less traffic and at lower speeds than streets; they therefore can also serve as safe outdoor playgrounds for kids and families to enjoy.

The following standards apply to all alleys:

- Alleys must be owned and managed by an HOA.
- No HOA regulations may prohibit or discourage the placement of activating furniture at the edges of alleys (outside the alley clear width), such as basketball hoops benches, or tables.
- No HOA regulations may prohibit or discourage use of alleys for play or recreation.
- Alley paving shall be flat, regular, and smooth enough to facilitate play and recreation.
- Alley entrances from streets shall be designed to prioritize the user of the sidewalk, and have no effect on sidewalk width or direction; the sidewalk slope across alley entrances shall no case exceed 2%.



- Clear demarcation between the public street and private alley is encouraged at all alley entrances. Gateway/enclosure elements, such as piers or wing walls may encroach into the 5-foot required rear setback, but must preserve 20 clear feet of width.
- All alleys must have lighting with an average of 0.6 footcandles but not less than 0.5 footcandles.
- Fences must be set back 5 feet from the face of the garage to provide space for landscaping and utilities. Landscaping shall be designed with low-growing plant material that can be maintained with clear sightlines of 2 to 7 feet above grade.
- Specific to T- and H-alleys: inner corners must maintain clearance areas of a minimum of 12 by 15 feet in either direction; minimum paved turning radius is 12 feet.
- Any second floor façades of Outbuildings that are within 15 feet of the rear property line shall provide full-sized openings facing the alley that constitute 20% minimum of the façade.
- Balconies may overhang the building setback ('A' in Table 2.9.10), but they may not infringe on the alley clear width ('B').
- Vegetation is allowed and encouraged in the building setback ('A' in Table 2.9.10) and the space in front of fences or walls ('C'). Vegetation shall be drought-tolerant and shall not infringe on the alley clear width.
- Landscaping along the alleyways shall be designed with low growing plant material that can be maintained with clear sightlines of 2 to 7 feet above grade. Trees are



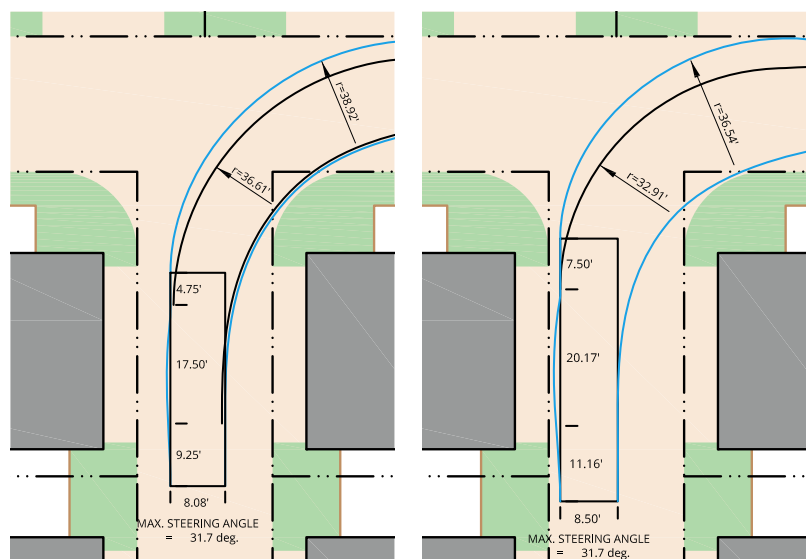
Alleys. Alleys can be useful, lively, and beautiful places. Setbacks allow for landscaping, utilities, and waste storage. Second story windows overlooking the alley provide natural and passive surveillance. Higher quality pavement can greatly enhance the aesthetic quality of the alley, as well as reduce the urban heat. Permeable paving ins encouraged.

permitted within the setback of fences or walls behind the building face ('C' in Table 2.9.10), but they shall also be maintained with clear sightlines of 2 to 7 feet above grade.

- Per Section 19-309 of the OCC, "any rear fence or wall along any alley shall be so constructed as to provide a space in the rear yard...for the location of trash barrels off of the public alley. Such space shall be open to the alley and shall be so designed and constructed that it will be easily accessible directly from the rear yard." Trash containers shall also be screened from public view from any nearby street or open space.

The following guidelines apply to all alleys:

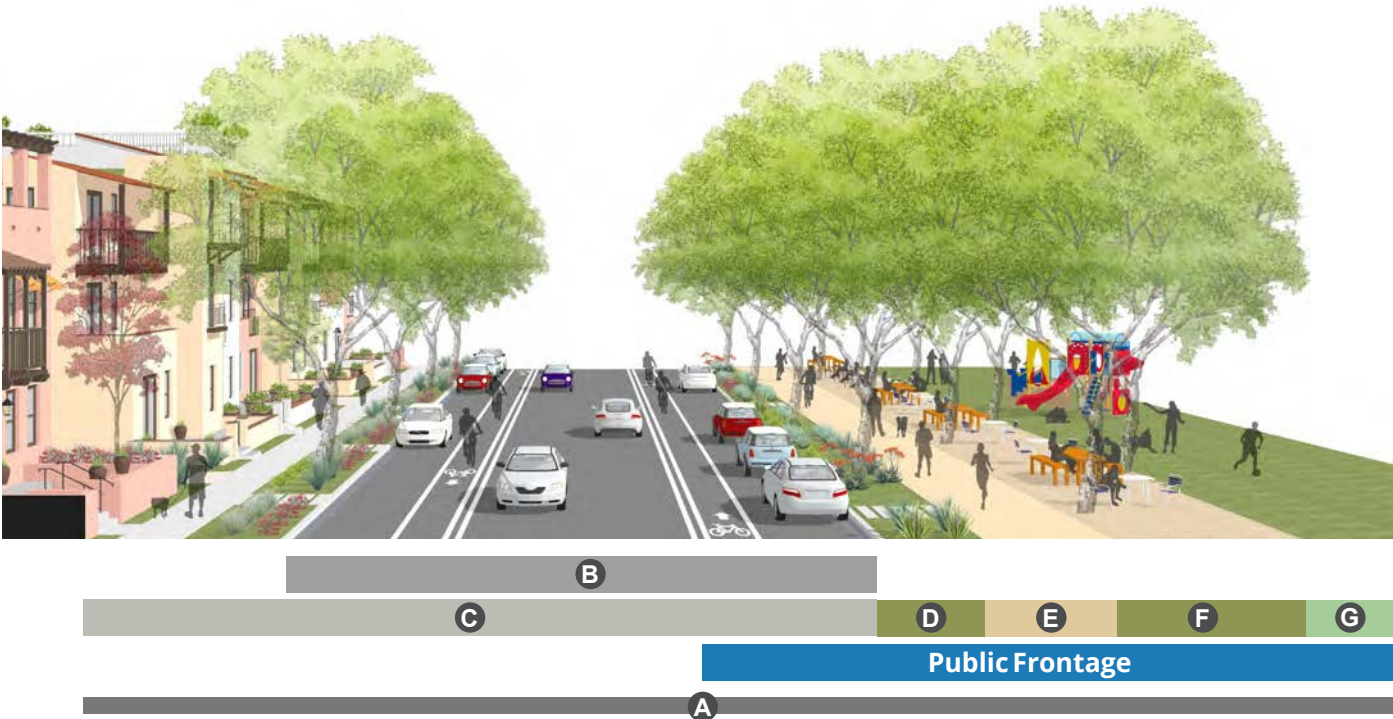
- Permeable paving or concrete is preferred over asphalt.
- T- and H- alleys are encouraged where necessary to enable fronts of lots to face parks or other fronts across the street.



Alley Intersections. The dimensional standards within this section ensure that the City's garbage and fire trucks can maneuver around corners.

2.9 Thoroughfares

2.9.11 Park Edges



Intent

While the West Green and East Village Park may accommodate distinct and variable activities, they both must harmonize with the existing pedestrian and bike network and public realm. Both parks shall be lined with multiple rows of trees, forming what is called an allée. Allées provide a tight, intimate spatial enclosure. Their systematic placement of trees, described in *Figure 2.9.11-I*, defines walkways and outdoor rooms, contributing to a sense of place. Additionally, the rows of trees create a scenic landscape buffer between housing and the recreational activities and open space of the West Green and East Village Park Extension.

Table 2.9.11 Park Edge Streets

1. Public Right-of-Way		
A	R.O.W.	Varies
2. Curb-to-Curb		
B	Curb-to-Curb	44' max.
3. Public Frontage		
C	Per Neighborhood Street design	See 2.9.8
D	Landscape & furnishing zone	8'
E	Sidewalk or Multi-Use Path in Allée #1	6'-12'
F	Gathering/activity in Allee #2	15'-20'
G	Park activity/recreation space	
4. Private Frontage		
See Section 2.7 - Building Frontages		

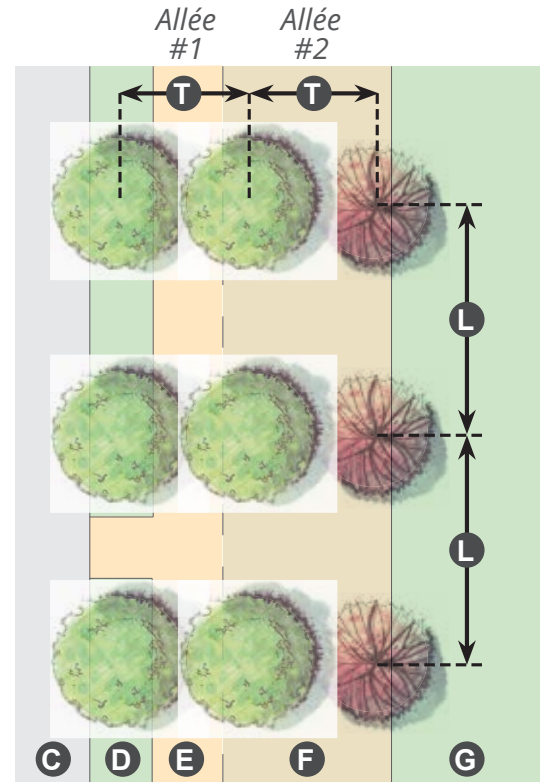
Figure 2.9.11-I Allée

Design Standards	
L Longitudinal Spacing (o.c.)	15' – 35'
T Transverse Spacing (o.c.)	15' – 20'

The East Village Park extension (as described in *Section 1.3.B*) shall be lined with a wide multi-use sidewalk flanked by rows of trees on both sides. This is noted as Allée #1 in image to the right. The western edge of East Village Park—along Williams Drive—could feature a second allée (Allée #2) as well, which might serve as a series of outdoor living rooms for gathering and activities, including dining, barbecuing, and games like checkers or bocce ball. Such a configuration is referred to as a “double allée.” The plan can accommodate a similar environment around the West Green.

The trees which define allée #1 should be of the same species. The additional row of trees—furthest from the street—which completes allée #2 may be an alternate species if desired for the character of the space being created. Both species, however, must consist of shade canopies of a height that at maturity clears at least one story

Allées are also recommended around the neighborhood pocket parks, subject to the placement of water management infrastructure.



2.10 Parks

2.10.1 Introduction

This Sub-Neighborhood Plan ensures that open space is within a short walk of every residence. Given the largely residential nature of this plan, these open spaces will take the form of parks. The “Power of 10+” developed by the Project for Public Spaces is a recommended guideline for park design, providing at least 10 types of activities, from active to passive, for children and adults of all ages and abilities.

2.10.2 Neighborhood Parks

- A. West Green.** As described in *Section 2.4.A*, the West Green is envisioned as focal point and gathering space for this new neighborhood. It shall be located along at the intersection of Milagro Place and Concha Street, attached to the residential block. The West Green shall be a minimum of 1.15 acres in size.
- B. East Village Park Extension.** As described in *Section 2.4.B*, this Plan requires a westward expansion of the existing East Village Park into the North Neighborhood, to create a larger, unified community-serving park. Spaces for gathering should engage with the street and transition between the street and any athletic fields which require tall fences. To aid in this spatial transition and to provide an amenity to residents and pedestrians, flexible-use allées can wrap the park. These can link into the surrounding pedestrian and biking network, especially on Jacinto Dr, whose bike lanes will connect to a multi-use path on Rose Avenue. This park shall provide for community needs as identified by the City of Oxnard’s Parks and Recreation Master Plan. The East Village Park Extension shall be a minimum of 5.3 acres.
- C. North Neighborhood Pocket Parks.** Smaller parks can be located throughout the North Neighborhood to ensure that all residents are within a short walk to a public open space. These spaces can double as opportunities for water retention and/or detention as needed. The sum of these parks shall be a minimum of 3.82 acres.
- D. Farmhouse Green.** This 1 acre green space will be dedicated as an public amenity in order to preserve the existing farmhouse as a local landmark. This keeps a trace of the history on site and and builds on the character that makes the North Neighborhood unique.

Fig. 2.10 Parks



2.10 Parks

2.10.3 Park Design

A. Context and Connectivity

Neighborhood Parks may be defined by public streets or by building frontages. Where parks are defined by building frontages, the edge shall be defined by a fence no greater than 3 feet in height (openings allowed), and include a pedestrian pathway of at least 5 feet in width along the property line of the private lot. Parks shall be publicly accessible and not closed off by fences or walls, even when they double as opportunities for stormwater management.

B. Function and Design Opportunities

Neighborhood parks may include passive open areas, playgrounds, recreational fields, pools, amphitheaters, and other programming or event spaces.

C. Landscaping

1. The ground surface may be predominately green, hardscape, or a balance of both. Paved paths and hardscape features should be integrated to encourage pedestrian movement through the park.
2. Lawn, planting beds, hardscape, and/or drought tolerant landscape are recommended.
3. Trees should be arranged to reflect the design and shall be of sufficient scale for their context.

D. Design Details and Elements

1. **Shading.** Trees and planters shall provide shading for comfortable pedestrian and bike circulation.
2. **Lighting, Structures, and Improvements.** Neighborhood parks shall have small pedestrian-oriented improvements, such as rest areas, pedestrian amenities (benches, picnic tables, drinking fountains, etc.), bike racks or playground equipment at appropriate intervals. Pet waste bag stations shall be installed throughout the community to keep public areas clean and prevent bacteria from entering stormwater. Lamp posts shall be shielded, and limited to 15 feet in height. All parks must have lighting with an average of 0.6 footcandles but not less than 0.3 footcandles.
3. **Frontages and Adjacencies.** Parks should border at least one public street when located mid-block, or two public streets on the corner of a block.



This green space is lined with multi-family residential buildings and serves as a playground and gathering space.



The park could be open and flexible, providing for many uses.



Multifamily apartments in Riverpark gain value from their park view.



This green space is lined with multi-family residential buildings and serves as a playground and gathering space. Large shade trees greatly enhance the quality of the space.



Passive and naturalistic playground areas is greatly preferred over bright plastic and metal.

2.11 Utility Placement Standards

2.11.1 Service & Utility Placement Standards

The following Service and Utility Placement Standards regulate proper placement, configuration and screening of service and utility devices and equipment. The following standards apply to all “wet” (water & sewer) and “dry” (electric, gas, telecommunications) utility distribution lines; wall-mounted, ground-mounted or underground utility junctions, meters, transformers and pedestals; trash and recycling receptacles.

In the event that a utility provider’s standard practices may be in conflict with these standards, the City will work collaboratively with the applicant and the utility company to ensure that services are designed in a manner consistent with the intent of this sub-neighborhood plan.

A. General Placement Standards for All Lots

1. Location / Screening. To the extent possible, all services and utilities should be located within alleys, interior building corners, at building offsets, or other similar locations where the building mass acts as a shield from public view. Utilities that must be located in a front yard due to utility service requirements shall be located away from pedestrian and vehicular routes and screened from the view of the street by landscaping.
2. Mechanical and Electrical Equipment. All mechanical and electrical equipment – including, but not limited to, air-conditioning units, antennas, garage door motors – whether roof-mounted, ground-mounted or otherwise, shall be screened from public view or located so as not to be visible from streets or public open spaces. Such equipment and related screening shall be designed with materials and colors that conform to and are an integral part of the design of the building.
3. Air intake and exhaust systems. Mechanical equipment that generates noise, smoke or odors, shall not be located on or within 10 feet of a public right of way or any on-site common open spaces.
4. Nuisances. Noise- and odor-generating equipment and containers shall be located in areas that will not create a nuisance to adjacent properties. Such bins should be covered when possible. Openings to a trash enclosure should be shielded from public rights of way.
5. Telecommunication Devices / Infrastructure devices (such as satellite dishes or other equipment) shall be screened from public view or located so as not to be visible from streets. Applicants are encouraged to work with satellite providers to locate satellite dishes out of

view on building roofs and/or on rear yard or side yard facing façades if adequate signal strength and quality can be achieved. In multi-family and multi-tenant buildings, conduits should be provided from such a location to each unit.

6. Waste and Recycling. In addition to the standards of this Plan, applicants shall meet the latest City requirements regarding trash enclosures. For single family residences, applicants shall provide a “Toter Plan” demonstrating where refuse, recycling, and organic waste totes will be accommodated per the latest City standards. Along alleys, adequate space is guaranteed by rear setbacks per *Section 2.9.10*.

B. Lots with Alley Access

1. Dry Utility/Service Areas. Utility access and equipment such as back-flow preventers, transformer boxes, gas and electric meters, and other utilities shall be placed within or adjacent to and be accessed from the alley, subject to the requirements and approval of the associated utility company.
2. Wet Utility/Service Areas. Wet utilities should typically be located in the street, but may be located in the alley to address topographical, efficiency or other engineering reasons. If “wet” and “dry” utilities are co-located in the alley, proper trench separation and utility access must be ensured.
3. Service Access. Service entrances, waste disposal areas, and other similar service areas shall be located adjacent to the alley and take their access from it.

C. Lots without Alley Access

1. Dry Utility/Service Areas. Meters and similar equipment should be in underground vaults or in utility rooms/closets within buildings, where possible. If such locations are infeasible, these services shall be located in inconspicuous locations along the sides of project sites and shall be thoroughly screened from public view.
2. Wet Utility/Service Areas. Generally, all “wet” utilities should be located in the street or public right-of-way. Utility meters and entrances should also be provided below-grade in the street or sidewalk and shall be flush with the surrounding grade.
3. Service Access. Waste disposal areas, and other similar service areas shall be located as far away from – and screened from views from – the public right of way as practical.

Figure 2.11-I Appropriate Placement



Example of an appropriately placed double standpipe connection in the base of a building at the sidewalk.

Figure 2.11-II Inappropriate Placement



Example of inappropriately placed ground-level utilities in a parkway.



Example of mechanical equipment well-screened by an architectural element incorporated into the building's composition.



Example of inappropriately placed utility boxes in a parkway.



Wherever possible, mechanical/utilities equipment should be placed in alleys. In this example, they are further shielded by architectural elements and a hedge.



Example of inappropriately placed check valves and other utility devices in the front yard of a commercial building.

2.12 Glossary

This section provides definitions for terms found herein that are technical in nature or that otherwise may not reflect a common usage of the term.

Alley: A narrow service street which provides secondary access to all lots within a block. Driveways, parking aisles, and fire lanes are not alleys.

Arbor (entrance arbor): A wooden structure that is intended to define an entrance into an on-site outdoor space, such as a front yard or parking lot.

Arcade: A façade with a ground floor colonnade supporting the upper stories of the building, intended to provide shade, glare control, and weather protection.

Bay Window: A window that projects from any building elevation.

Block: A aggregation of lots which are bound on all sides by streets, paseos, or open spaces. Block dimensions are measured along private property lines.

Building Improvements: Building improvements include work that is typical of regular maintenance and upkeep. This may include changes to the exterior, but is limited to work that does not alter the general character

Building Length: The length of the building as measured parallel to the front property line.

Build-to line: The conceptual line parallel to a front or side-street property line which must be met by a specified percentage (buildout) of the building face. Standards associated with each Building Type regulate the distance between the Build-to Line and the Property Line.

Buildout, Frontage: Refers to the requirement for a specified percentage of the front or side building face to meet the build-to line. Applicable along streets and public open spaces.

Chamfered corner: A bevel where two perpendicular building faces meet, resulting in a third face at a 45-degree angle.

Close: A dead-end street which contains a landscaped median. Rather than having a turnaround bulb at its terminus, the medium is wide enough that vehicles can simply turn around it at the end of the Close. Therefore, unlike a cul-de-sac, a Close maintains a consistent width along its entire length.

Design Site: An area of land that is dimensioned and drawn to the standards for a specific building type for the purpose of demonstrating conformance to standards that relate to lot lines or area.

Director: The Director of Community Development, or designee.

Drive Aisle: A vehicular lane within a parking lot that provides access to the individual parking spaces.

Driveway: A vehicular lane within a lot that leads to on-site parking.

Encroachment: Any structure extending into a required setback area.

Façade: The exterior wall of a building adjacent to a street or public open space.

Fenestration: Transparent glass openings in a building face.

Fire Lane: An on-site right of way required by the Fire Marshal for the access of emergency vehicles.

Flag Lot: A lot where the bulk of the land area is behind one or more lots with narrow strip of land reaching to the street between neighboring lots.

Forecourt: An extension of the public realm into a lot, wherein the space is defined on three sides by building faces (unless located on a corner lot, in which case it might be defined on two sides).

Frontage, Private: The building façade and the area between the building façade and any property line along a street or public open space. See [Section 2.7](#).

Frontage, Public: The area between any street-adjacent property line and the first travel lane in the roadway.

Ground Floor: The floor of a building located nearest to the level of the existing grade around the building.

Half-Story: The uppermost story of a building in which the sloping roof forms the walls. These are often lighted by dormer windows and include knee walls under roof slopes.

Height, Building: The height of a building as measured from the finished grade at any property line along the street up to the referenced building element.

Lot: A portion of land delineated from others to host an allowed development. For the purpose of this code, lot is synonymous with “property” or “design site.”

Lot Line: A front, side or rear of a lot. For the purpose of this code, lot line is synonymous with property line.

Mixed-Use Development: A project which features multiple uses. This may include “vertical” mixing of uses (when multiple uses are stacked within a single building) or “horizontal” mixing of uses (when differing uses are adjacent to each other or contained within distinct buildings).

Outbuilding: A rear building on the same property but separate from, and smaller in scale than the building which contains the primary use of the site.

Shopfront: A ground-floor frontage assembly that includes an arrangement of large transparent windows and a conspicuous entrance that leads directly into the unit. Shopfronts are spatially defined on either side by vertical elements called piers.

Parking Management Plan: An application package that includes site plan(s) and table(s) that demonstrates compliance with the parking requirements of this code and of Chapter 16, Article X, Division 4 of the OCC. Parking Management Plans shall be submitted, considered, and either approved, approved with conditions, or denied together with a SUP or DDRP.

Pier, Shopfront: The vertical elements on either side of a shopfront bay.

Primary Building: A building situated towards the adjacent street or public open space that accommodates the primary use of the site. This is distinguished from an outbuilding, which is ancillary in use and form, and sits near the rear of the site.

Privacy Windows: Windows which are either opaque and unopenable or which begin at least 6 feet from the floor.

Public Open Space: Off-street outdoor space that is either owned by the City and intended for public use, or is on a private parcel, immediately adjacent to a right of way, and functions as a public space.

Rosewalk: A wide paseo with residential frontages on either side.

Side, Lot Line: Any property line that is shared with a neighboring property when there is no public open space between the two.

Street: A right of way that is defined in **Section 2.9**. Paseos, driveways, parking aisles, fire lanes, and alleys are not streets.

Street, Front: The side of the lot that is adjacent to a street. A property may have multiple fronts.

Street, Side: (Applicable only to corner lots). The side of the lot that is adjacent to a street or public open space that is not considered the front (see Street, Front).

Through lot: A lot which extends from one street frontage to another, across the entire span of the block.

Tuckunder Parking: Tuckunder parking is a garage built into the rear of the ground floor of a house or building. It is therefore “tucked under” the rear portion of the building. For example, a tuckunder rowhouse has a rear ground floor garage accessible from the alley.

3 Implementation





This Chapter Covers:

3.1 Implementation	110
--------------------------	-----

3.1 Implementation

A. Introduction

This Implementation chapter outlines the processes and procedures by which this plan will be realized as envisioned and maintained in a fair and financially-sustainable way. Numeric figures included in this **Sections 3.1.E through H** are subject to change per future agreement(s) between the City and the applicant.

B. Regulatory Approach

All development within the Sub-Neighborhood Plan Area shall be found consistent with an approved Master Plan and with the development regulations and design guidelines set forth in Chapter 2.

Master Plans (see **Sections 2.1.5** and **2.3.2**) may be submitted and reviewed by the City prior to or concurrently with the submission and review of a tentative map. The intent of the Master Plan process is to ensure that the pattern of streets, open spaces, blocks, and buildings is consistent with the vision for the Sub-Neighborhood Plan Area as described and illustrated in Chapter 1.

The administrative procedures and development standards described in this Sub-Neighborhood Plan supersede any conflicting portions of the NECSP or Chapter 16 of the Oxnard Municipal Code, as stated in Section 2.1.

C. Infrastructure & Maintenance

Development of the Sub-Neighborhood Plan will require the extension of existing infrastructure into the neighborhoods of the Sub-Neighborhood Plan Area in order to provide water, wastewater disposal, storm drainage, streets, public utilities, and solid waste services. Such infrastructure and utilities shall be implemented according to developer submitted tract map(s) and site improvement plans and as approved by the Public Works Director or Designee (Director). The details of these requirements are to be refined through the Master Plan approval process and tentative map conditioning.

D. Phasing

At the time of adoption of this Sub-Neighborhood Plan, the entirety of the plan area is privately owned by a single entity, and upon the initial subdivision and sale of this property, it may be developed by separate developers. The City will work collaboratively with the developers of those properties to ensure that the intentions of this plan for an interconnected network of complete streets and related infrastructure and utility systems are implemented, and that infrastructure improvements are matched to meet the needs of each phase of development. All phasing shall be approved by the Director.

Depending on the size of each phase, the City's Planning and Community Development Departments may require the developer(s) to include phasing plans as part of their Master Plan and tentative map applications for City review, conditioning and approval. Multiple final tract maps clearly depicting the phases may be filed for the project. In such cases, developer(s) must post a Surety Bond(s) to guarantee the improvements shown on each final tract map.

Phasing plan(s) shall:

1. Facilitate the orderly incremental build-out of the community based upon market and economic conditions;
2. Match Infrastructure improvements to meet the needs of each phase of development;
3. Protect all aspects of public health, safety and welfare.

Phasing will occur as appropriate levels of infrastructure, community facilities, and open space dedications are provided. Phasing sequencing is subject to change over time to respond to these various factors and individual phases may overlap or develop concurrently. Phased infrastructure improvements, as required and approved by the City Engineer to support each phase, will be installed by the developer(s).

E. Financing

1. The City shall establish a Financing and Maintenance Plan for this Sub-Neighborhood Plan to ensure the timely completion of public facilities, streets, utilities, and other necessary capital improvements, as well as the proper maintenance of these facilities.
2. Certain off-site improvements may be funded according to a joint financing agreement. Developer(s) are responsible for providing the remaining infrastructure improvements necessary to serve the plan area.
3. A Homeowners Association (HOA) or other mechanism may be used to fund the development and maintenance of on-site infrastructure improvements (e.g., streets, sewers, water and storm drains) and the operation and maintenance of the parks, streetlights, and other landscaping improvements.
4. Upon satisfactory completion, maintenance responsibility and ownership of some infrastructure may be relinquished to the City.

F. Affordable Housing

The 2030 General Plan has identified this Plan Area as an “Urban Village,” and accordingly, it shall provide a minimum of 15 percent affordable housing (Urban Villages, Goal CD-7). A minimum of 5 percent shall be for Very Low Income (or more affordable level), and a minimum of 10 percent shall be for Low Income (or more affordable level). For more information regarding affordable housing requirements, see the City of Oxnard 2021-2029 Housing Element.

G. Extension to East Village Park

The design of the extension to East Village Park shall be coordinated with the City's Department of Recreation & Community Services and shall meet the standards defined in *Section 2.9.10 Park Edges* and *Section 2.10 Parks*. Park improvements will be the responsibility of the developer(s). Full City and public access shall be granted to the East Village Park upon satisfactory completion.

H. Maximum Development Yield

1. **Maximum Yield.** Based on initial study of the site and available resources, this site is project to yield 500 – 700 dwelling units and very little commercial square footage. The maximum quantity of units shall not exceed 950 dwelling units, and the maximum amount of commercial uses shall not exceed 40,000 gross square feet.
2. **Dwelling Unit Allocation Plan.** Dwelling units shall be allocated in accordance *Figure 3.1*. Units are allocated by proposed master lot, with a minimum and maximum unit range provided for each master lot.
3. **Dwelling Unit Allocation Flexibility & Relationship to Maximum Yield.** Within each proposed master lot, a Developer may choose to construct any number of units within the range of permitted densities established in *Figure 3.1*. However, the total number of units in the Plan Area shall not exceed 950 dwelling units. Additionally, no master lot shall contain less than the minimum number of units allocated to that lot by *Figure 3.1*.
4. **Dwelling Unit Allocation Transfers Prohibited.** While a developer may choose to construct any number of units within the range of permitted densities as described in *Section 3.1.H.3*, the transfer of permitted dwelling units between separate master lots is prohibited.
5. **Density Bonus Units.** In the event any proposed master lot is developed by a qualified affordable housing provider for affordable housing as defined by California Government Code §65915 and other applicable State law, such a project may apply for any and all density bonus provisions, inclusive of development waivers and/or concessions provided under Local or State law in place at time of such a project's approval. Any density bonus request shall be reviewed under applicable Local and State law, inclusive of the California Environmental Quality Act (CEQA) as is required. This includes any density bonus request to exceed the maximum unit range established by *Figure 3.1* for a given master lot. Any granted density bonus shall not exceed 950 dwelling units for the Plan Area, unless a modification of maximum yield as established by *Section 3.1.H.6* is granted.
6. **Modification of Maximum Yield.** The maximum yields for residential and commercial development established by *Section 3.1.H.1* shall not be exceeded or otherwise modified, unless approved by the City Council. Any modification of the maximum yields shall require additional review under the California Environmental Quality Act (CEQA) as applicable.

Figure 3.1 Unit Allocation Plan



Note: Master Lot numbers are shown in red.

End of Sub-Neighborhood Plan