

CITY OF OXNARD PLANNING COMMISSION AGENDA

REGULAR MEETING

**Council Chambers, 305 West Third Street, Oxnard, CA 93030
Thursday, June 6, 2019, 7:00 P.M.**

- A. ROLL CALL**
- B. PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES**
- C. OATH OF OFFICE AND ELECTION OF OFFICERS**
- D. PUBLIC COMMENTS - On Items Not On The Agenda** At this time, a person may address the Planning Commission on matters within the jurisdiction of the Planning Commission, including information/consent items and any item not appearing on the agenda. The Chair shall limit public comments to three (3) minutes. The Planning Commission cannot take action on any item presented during public comments that is not on the agenda and such item may only be referred to the Commission Secretary. Persons wishing to speak on public hearing items should do so at the time of the public hearing.
- E. READING OF AGENDA**
- F. CONSENT AGENDA**
- 1. APPROVAL OF MINUTES – MAY 16, 2019**
- G. PUBLIC HEARING**
 - 1. PLANNING AND ZONING PERMIT NO. 18-510-04 (Special Use Permit - Alcohol):** A request to allow the sale of beer, wine, and distilled spirits for on-site consumption (License Type-47) at a proposed 8,828 square-foot restaurant (Philippine Center of Ventura County), located at 1600 Ives Avenue. The proposed hours of operation are from 10:00 a.m. to 10:00 p.m., Wednesday through Sunday, with occasional special events proposed until 11:00 p.m. The project is exempt from environmental review pursuant to Section 15301, Class 1 of the California Environmental Quality Act (CEQA) Guidelines. Filed by John Muller, on behalf of the Philippine Center of Ventura County, 1451-D Rice Avenue, Oxnard, CA 93030. Project Planner: Jose Coyotl
ACTION:
PZ 18-510-04
 - 2. PLANNING AND ZONING PERMIT NO. 18-620-01 (General Plan Amendment), 18-580-01 (Zone Text Amendment), and 18-570-02 (Zone Change):** Amendments to the 2030 General Plan and Oxnard City Code (OCC) Chapter 16 (Zoning) to comprehensively update land use and development regulations related to Downtown Oxnard. The existing Central Business District zone will be replaced with three new zones, Downtown Core (DT-C), Downtown General (DT-G), and Downtown Edge (DT-E); unique development criteria will be established for each zone. This project will also expand the boundaries of what is considered the downtown to Colonia Road to the north, the alley west of D Street to the west, Wooley Road to the south, and the railroad tracks to the east. The intent of this update is to implement the recommendations of previous downtown plans and studies, streamline permitting for development, establish clear form-based standards to promote high-quality development, and reduce parking standards through the utilization of public

parking and an in-lieu fee program. Pursuant to Section 15164 of the California Environmental Quality Act (CEQA), an addendum to the previously certified Program Environmental Impact Report for the 2030 General Plan has been prepared for this project. Filed by the City of Oxnard, Community Development Department, 214 South C Street, Oxnard, California 93030. Project Planner: Doug Spondello ACTION: PZ 18-620-01; 18-580-01; 18-570-02

H. STUDY SESSION/REPORTS

I. PLANNING COMMISSION BUSINESS

J. PLANNING MANAGER COMMENTS

K. ADJOURNMENT FUTURE MEETINGS Thursday, June 20, 2019, 7:00 p.m., City Council Chambers CITY OF OXNARD PLANNING COMMISSION AGENDA Page 2

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in a meeting, you should contact the office of the City Clerk at (805) 385-7803.

Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to the meeting. Written materials relating to an item on this agenda that are distributed to the Planning Commission within 72 hours before the item is to be considered at its regularly scheduled meeting will be made available for public inspection at 214 South C Street, during customary business hours.



**PLANNING COMMISSION
STAFF REPORT**

TO: Planning Commission

FROM: Jose E. Coyotl, Assistant Planner

DATE: June 6, 2019

SUBJECT: Planning and Zoning Permit No. 18-510-04 (Special Use Permit – Alcohol),
Located at 1600 Ives Avenue.

- 1) **Recommendation:** That the Planning Commission adopt a resolution approving Planning and Zoning Permit No. 18-510-04 (Special Use Permit – Alcohol), subject to certain findings and conditions.
- 2) **Project Description and Applicant:** A request to allow the sale of beer, wine, and distilled spirits for on-site consumption (License Type-47) at a proposed 8,828 square-foot open to the general public restaurant (Philippine Center of Ventura County), located at 1600 Ives Avenue. The proposed hours of operation are from 10:00 a.m. to 10:00 p.m., Wednesday through Sunday, with occasional special events proposed until 11:00 p.m. For the purposes of this Staff Report, the foregoing project description shall be referred to as the **“Project.”** Filed by John Muller (**“Applicant”**), 1451-D Rice Avenue, Oxnard, California 93030, on behalf of the property owner.
- 3) **Existing & Surrounding Land Uses:** The project site is located at 1600 Ives Avenue, near the intersection of Oxnard Boulevard and Statham Boulevard. The 1.28-acre site is developed with an 8,828 square-foot stand-alone commercial building with associated parking. The nearest residences are within a mobile home park approximately 1,200 feet to the east of the project site. The nearest school is Lemonwood Elementary School, located approximately 0.70 miles southeast of the project site. The following table identifies the existing and surrounding General Plan and zoning designations as well as existing land uses:

Location	Zoning	General Plan	Existing Land Use
Project Site	General Commercial – Planned Development (C-2-PD)	Commercial General (CG)	Event Center

North	Business Research Park (BRP)	BRP	Commercial Offices
South	C-2-PD	CG	Vacant
East	BRP	BRP	Vacant
West	C-2-PD	CG	Restaurant (McDonald's)

- 4) **Background Information:** On December 15, 1988, the Community Development Director approved Design Development Review Permit No. 88-33 for the construction and design of an 8,828 square-foot Marie Callender's Restaurant and associated site improvements.

On March 30, 1989, the Planning Commission approved Special Use Permit No. 1366 to permit the sale of alcoholic beverages for on-site consumption (Type-47) at an existing Marie Callender's Restaurant. This use was discontinued and the Philippine Center of Ventura County was approved to operate a restaurant and event center (without the sale of alcohol) on December 17, 2017. Based on the proposed operation and changes to the floorplan, a new special use permit is required to serve alcohol.

- 5) **Environmental Determination:** In accordance with Section 15301, Class 1 of the State CEQA Guidelines, projects involving "negligible or no expansion of use beyond that existing at the time of the lead agency's determination" may be found to be exempt from the requirements of the California Environmental Quality Act (CEQA). This proposal involves a request to sell beer, wine, and distilled spirits for on-site consumption and will not increase the square footage of the existing building. Therefore, Staff has determined that there is no substantial evidence that the project will have a significant effect on the environment and recommends that the Planning Commission accept the Notice of Exemption. (Attachment C).

6) **Analysis:**

- a) **General Discussion:** The Philippine Center of Ventura County was approved as a restaurant with the option to host private events; however, due to unforeseen building repairs the opening of the restaurant has been delayed. Currently, the Philippine Center operates as a cultural event center, which hosts a variety of events including private ceremonies, disco and karaoke nights, Sunday barbeque luncheons, and bingo tournaments. Private events have been permitted on an individual basis as one-day event permits. Review of these requests includes oversight from the Police Department. The Philippine Center proposes to open an

onsite restaurant open to the general public by January, 2020. The 8,826 square-foot restaurant will feature seating for approximately 155 patrons. The Applicant is requesting the approval of a SUP to allow the sale of beer, wine, and distilled spirits for on-site consumption within the restaurant (License Type-47). The restaurant is proposed to operate Wednesday to Sunday, between 10:00 AM and 10:00 PM, with six employees on staff. The Applicant is also requesting to operate as a banquet facility in order to occasionally host private events until 11:00 p.m. According to the Applicant, there is no set schedule for the frequency of the private events, but he anticipates hosting approximately six events per month. In all cases, alcohol will be severed incidental to food service.

- b) General Plan and Zoning Consistency:** The subject property is located in the General Commercial (C-2) zoning district. In accordance with City Code Section 16-136, the proposed sale of beer, wine, and distilled spirits for on-site consumption at a restaurant may be permitted with an approved Special Use Permit.
- c) Police Department Review:** The Police Department's analysis of the proposed alcohol request (Attachment D) provides information regarding the number of incidents for businesses which are selling alcoholic beverages, and whether approval of the SUP is likely to significantly affect policing problems. The Police Department's Report is broken down into an analysis of the concentration of alcohol outlets, crime statistics, police and community input, and conclusion. The table below summarizes the findings of the Police Department's Report:

Location	Same Type Within 350 Ft.?	Same Type Within 1,000 Ft.?	Likely to Cause Police Problems?	Undue Concentration as Defined in Resolution 11,896?
1600 Ives Avenue	No	No	No	No

Concentration of Alcohol Outlets: There is no similar alcohol establishment that currently sells beer and wine and spirits for on-site consumption (ABC License Type-47) within 350 feet or 1,000 feet of the Project site. Therefore, there is no presumption

that an undue concentration of alcohol outlets would result if the proposed license is approved by the Planning Commission.

Crime Statistic Review: For comparison purposes, the Police Department calculates the average number of Part I crimes and Part II crimes that occur per reporting district (grid) during a selected twelve month period. In the case of this report, all calculations are based on statistics from 2017. The citywide annular average of Part I and Part II crimes per grid is currently 58.3. For reference, Part I crimes include: murder, rape, robbery, theft, burglary, auto theft, assault, and arson. Part II crimes include: vandalism, weapons possession, sex offenses, drug abuse violations, driving under the influence, liquor laws, drunkenness, and disorderly conduct.

The average number of Part I and II crimes occurring within 1,000 feet annular area of the proposed restaurant was 73 during the same twelve month time period. This is 25% higher than the average crime rate citywide but is not considered to be significant. Furthermore, the local crime rate is significantly lower than other commercial areas within the City. Only two incidents during this period occurred at the applicant business address, a theft and a commercial burglary.

Police & Community Input: The District Coordinator is responsible for the day-to-day monitoring of activity and deployment of police resources for the surrounding area, and said that the location is not generally considered to be a policing problem and has not required any specific attention. Several business operators within the area were contacted and briefed concerning this application and the proposed operations related to hours and alcohol sales. Of those interviewed, no one had concerns about the business having a license/permit to sell alcoholic beverages.

Conclusion: The statistical analysis within the Police Report identified that the area has a rather low crime rate as compared to citywide averages and generally not considered to be a policing problem. Several conditions of approval have been incorporated into the draft resolution of approval (Attachment E) in order to mitigate Police Department concerns in order to reduce the risk for potential policing problems in the future. Once such condition is the Applicant can host private parties for weddings receptions, birthdays and similar events.

- 7) **Community Workshop and Public Input:** This project is not located within an established neighborhood. Therefore, a community workshop was not held for this proposal. To date, Staff has not received any public comments regarding this Project.
- 8) **Appeal Procedure:** In accordance with Section 16-545 of the Oxnard City Code, the Planning Commission's action may be appealed to the City Council within 18 days

after the decision date. Appeal forms may be obtained from the City Clerk and must be submitted with the appropriate fee before the end of the appeal period.

Attachments:

- A. Maps (Vicinity, General Plan, Zoning, Aerial)
- B. Reduced Project Plans
- C. Notice of Exemption
- D. Police Department Report
- E. Resolution of Approval

Prepared by: _____
JC

Approved by: _____
DS

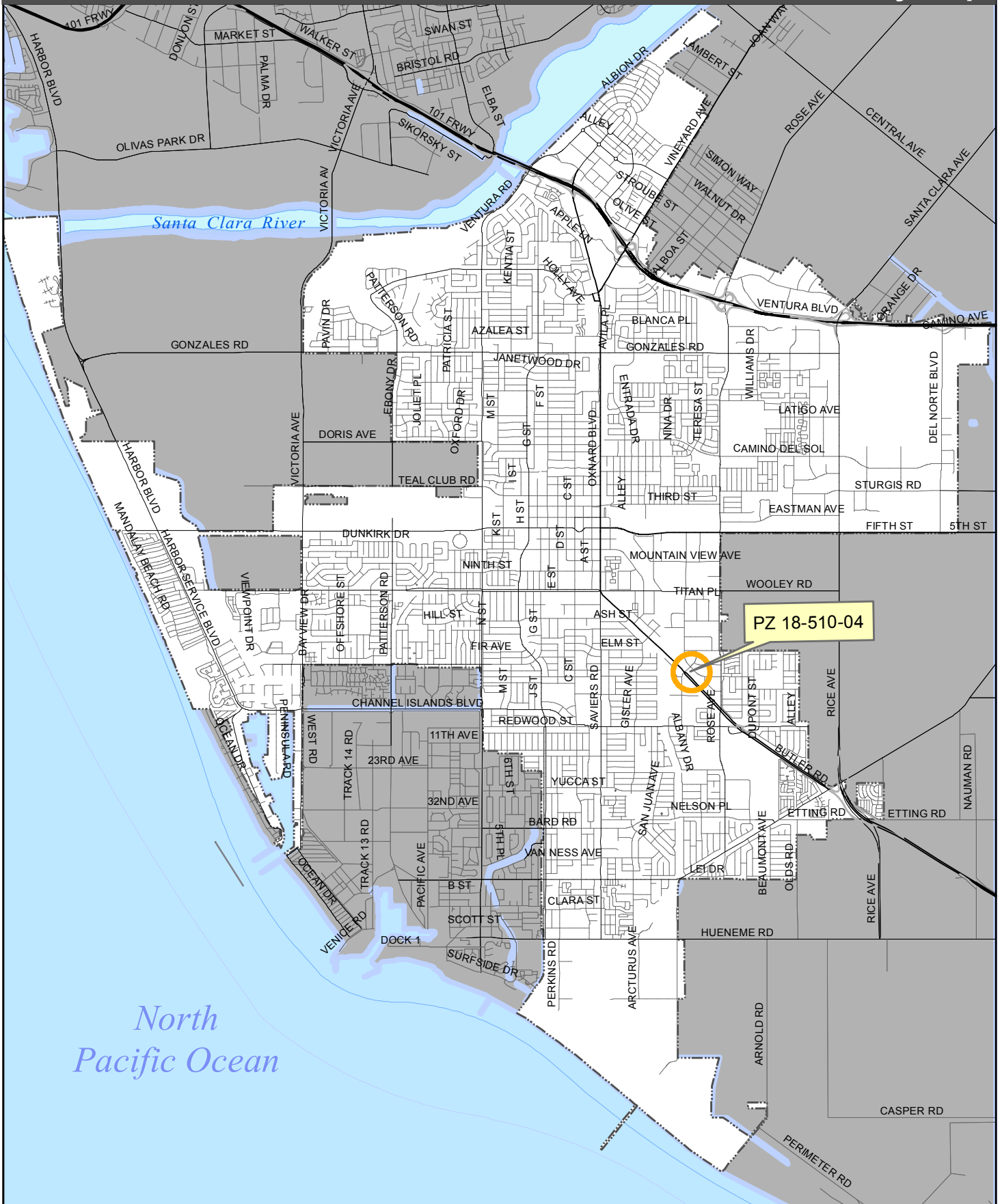
ATTACHMENT “A”

Maps (Vicinity, General Plan, Zoning, Aerial)

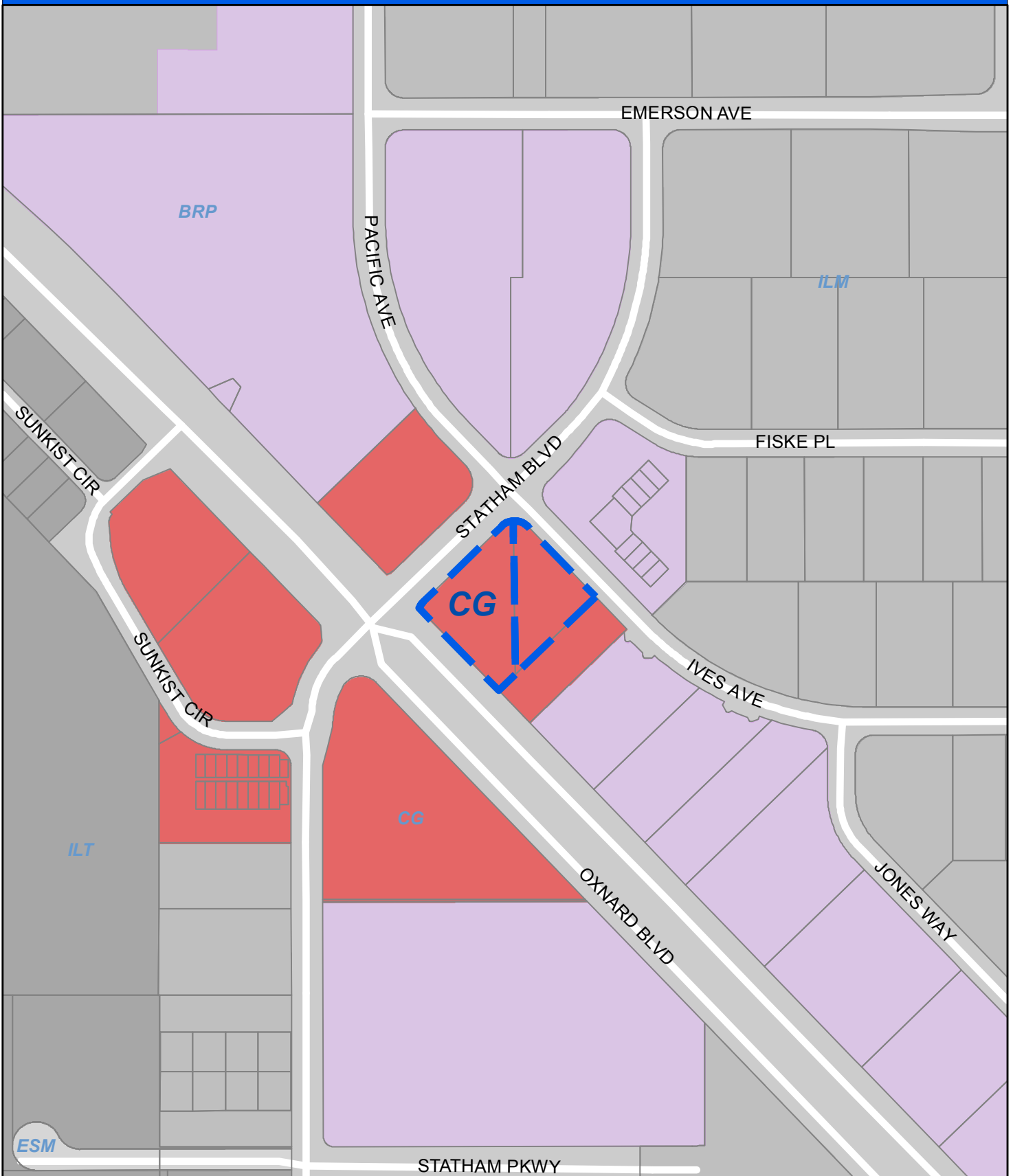
Aerial Map



Vicinity Map

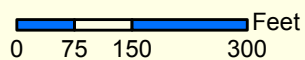


2030 General Plan Land Use Map



Oxnard Planning
May 20, 2019

PZ 18-510-04
Location: 1600 Ives Ave
APN: 22000274015, 2200274025

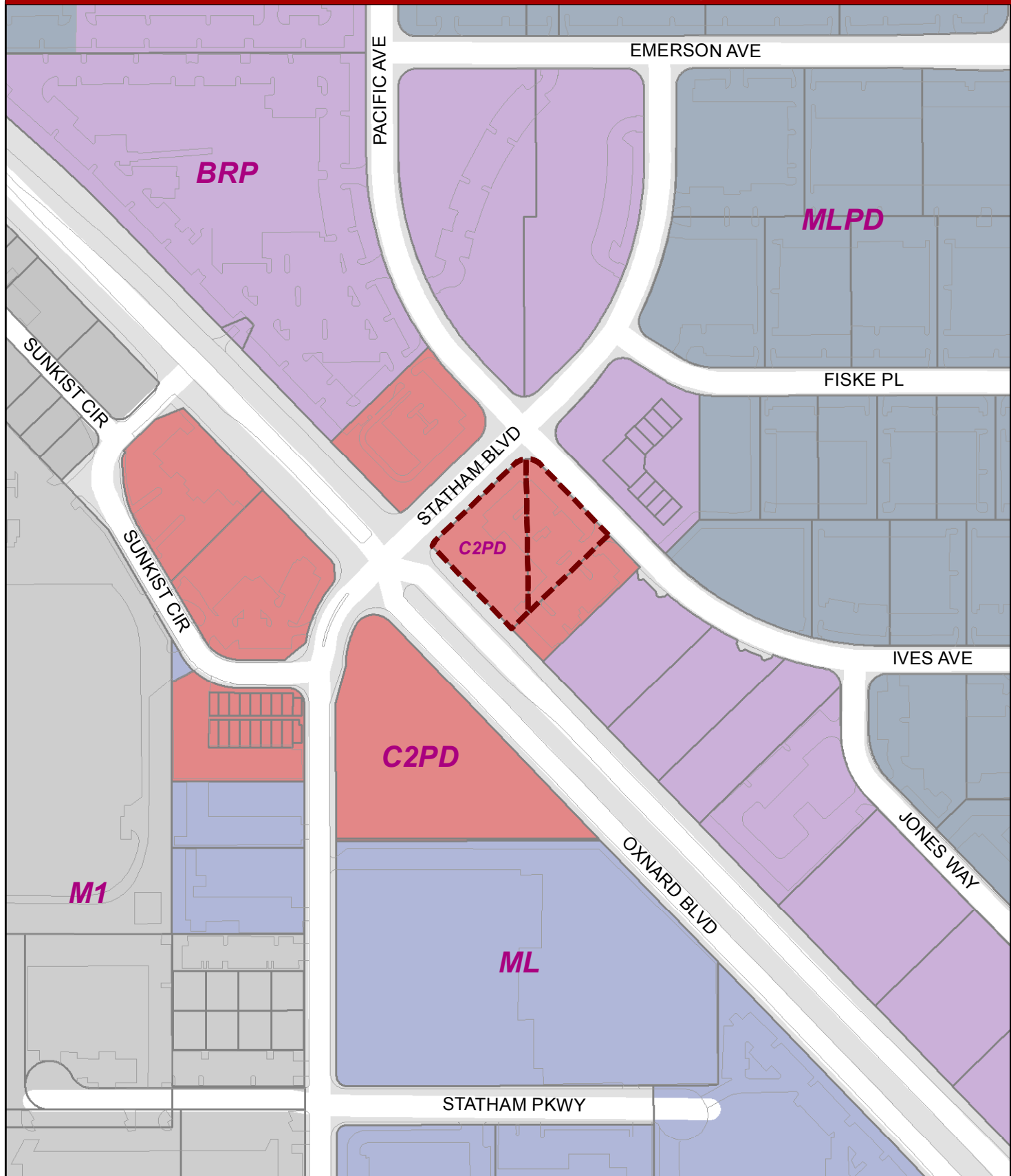


2030 General Plan Land Use Map



1:3,000

Zoning/Specific Plan Map



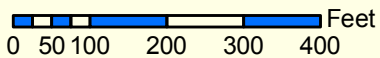
Oxnard Planning

May 20, 2019

PZ 18-510-04

Location: 1600 Ives Ave

APN: 22000274015, 2200274025



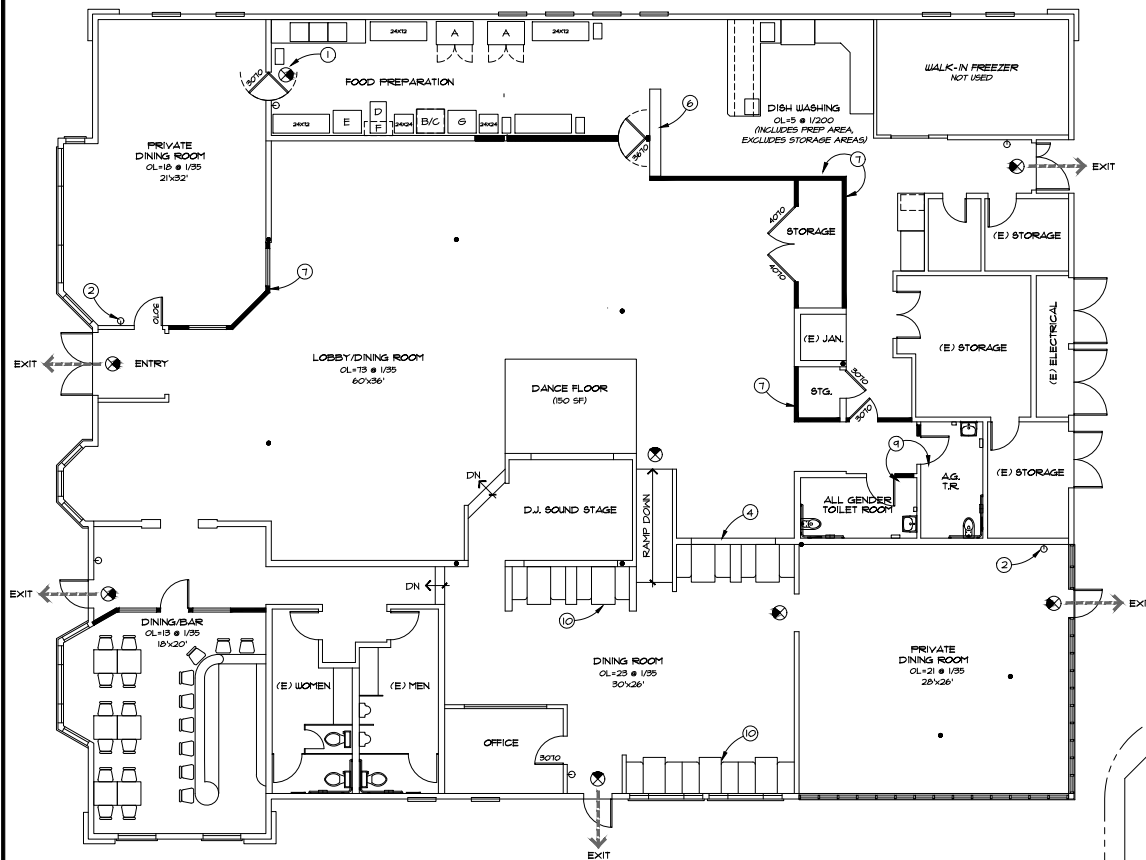
Zoning/Specific Plan Map



1:3,000

ATTACHMENT “B”

Reduced Project Plans



VICINITY MAP

GENERAL NOTES

- ALL EXITS ARE TO BE OPENABLE FROM INSIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE, CBC SECTION 1008.
- EXIT ACCESS TRAVEL DISTANCE SHALL NOT EXCEED 300', TABLE 1016.2 CBC.
- COMMON PATH OF EGRESS TRAVEL SHALL NOT EXCEED 100', TABLE 1014.3 CBC.
- FIRE EXTINGUISHERS: PROVIDED A FIRE EXTINGUISHER (MIN. 2A-10BC) WITHIN 75' TRAVEL DISTANCE FROM ALL PORTIONS OF THE OCCUPANCY.

KEY NOTES

- ⊗ DENOTES EXIT SIGN WITH BATTERY BACK UP.
- WALL MOUNTED FIRE EXTINGUISHER, SEE GENERAL NOTE D.
- DARK, DASHED LINES INDICATE EXISTING WALLS, DOORS, ECT, TO BE REMOVED.
- LIGHT LINES INDICATE EXISTING WALLS, DOORS, ECT, TO REMAIN.
- EXISTING BUILDING COLUMN TO REMAIN.
- EXISTING ELECTRICAL PANELS TO REMAIN.
- 3-5/8" 25ga METAL STUDS WITH 5/8" GYP. BD, EA. SIDE, TO ROOF FRAMING ABOVE, INSULATE FULL HEIGHT WITH SOUND BATTS, TYP.
- EXISTING WALK-IN REFRIGERATOR TO BE REMOVED.
- RELOCATE WATER CLOSET & LAVATORY AT EACH SINGLE OCCUPANCY TOILET ROOM TO CREATE AN ACCESSIBLE SPACE.
- EXISTING FIXED SEATING (BOOTH).

KITCHEN EQUIP.

- REFRIGERATOR / FREEZER
 - 36"W x 40"H LOW REFRIGERATOR
 - GAR BROILER
 - FRYER
 - RANGE
 - BROILER
 - DOUBLE OVEN
- ##X## DENOTES SIZE OF STAINLESS STEEL TABLE

PROJECT DATA

1600 IVES AVENUE
Oxnard, CA 93033
ASSESSOR'S PARCEL NO. 220-0-274-015
USE ZONE: BRP

PROJECT DESCRIPTION:
PHASE I WORK:
THE PHILIPPINE CENTER OF VENTURA COUNTY HAS PURCHASED THIS EXISTING RESTAURANT TO BE USED AS A DINING AND EVENT CENTER. IT WILL BE USED FOR THEIR OWN ORGANIZATIONS FUNCTIONS AND WILL ALSO BE RENTED FOR PRIVATE WEDDINGS AND SIMILAR EVENTS.

PHASE II WORK:
INTERIOR NON-BEARING WALLS AND MISC. KITCHEN EQUIPMENT TO BE REMOVED, A NEW PREP-KITCHEN AND ASSOCIATED EQUIPMENT TO BE INSTALLED. ENVIRONMENTAL HEALTH PERMIT IS TO BE UPDATED.

ALCOHOL MAY NOT BE SERVED AT THIS FACILITY UNTIL A ABC PERMIT IS OBTAINED.

NO INCREASE IN BUILDING SQUARE FOOTAGE.

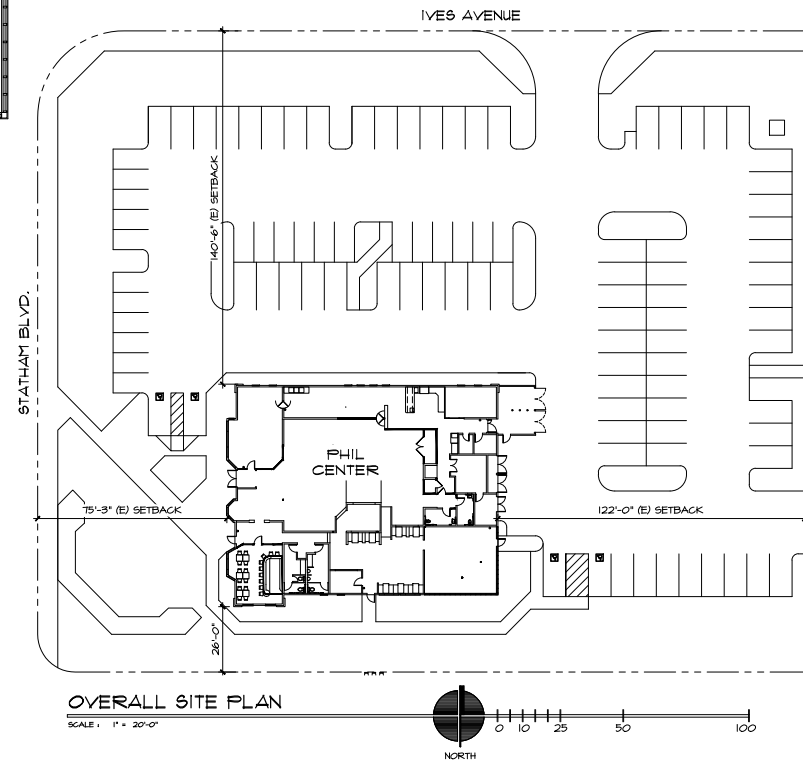
OCCUPANCY TYPE: A-2, B, S-1
CONSTRUCTION TYPE: V-B SPRINKLERED
THE BUILDING IS FULLY FIRE SPRINKLERED, A SEPARATE PERMIT IS REQUIRED FOR MODIFICATION TO THE EXISTING FIRE SPRINKLER SYSTEM.

EXISTING BUILDING AREA = 8,828 SF
NUMBER OF STORIES: 1
NUMBER OF EXITS PROVIDED: 5

PARKING REQUIRED = 46 SPACES
1/75 FOR FIRST 6K SF = 80 SPACES
1/80 FOR 26718 SF = 14.0 SPACES
1/85 FOR 150 SF = 4.2 SPACES

PARKING REQUIRED = 94 SPACES
EXISTING PARKING PROVIDED = 94 SPACES

OCCUPANCY CALCULATION:
FRONT LOBBY/DINING AREA = 73 OCCUPANTS
PRIVATE DINING ROOM NORTH = 18 OCCUPANTS
DINING ROOM / BAR = 15 OCCUPANTS
CENTRAL DINING ROOM = 23 OCCUPANTS
PRIVATE DINING ROOM WEST = 21 OCCUPANTS
PREP-KITCHEN/DISH AREAS = 5 OCCUPANTS
TOTAL OCCUPANT LOAD = 155 OCCUPANTS



REVISIONS	DATE

PHIL CENTER SITE & FLOOR PLANS

johnson muller
ARCHITECTS

IMPROVEMENTS FOR:
PHILIPPINE CENTER VENTURA COUNTY
1600 Ives Ave Oxnard Ca 93033

PROJECT NO.
2018-05
DATE
2/13/2019
SCALE
AS NOTED
SHEET NO.
A-1

ATTACHMENT “C”

Notice of Exemption



NOTICE OF EXEMPTION

Project Description:

PLANNING AND ZONING PERMIT NO. 18-510-05 (Special Use Permit - Alcohol) a request to allow the sale of beer, wine, and distilled spirits for on-site consumption (License Type-47) at a proposed 8,828 square-foot restaurant (Philippine Center of Ventura County), located at 1600 Ives Avenue. Filed by John Muller, on behalf of the Philippine Center of Ventura County.

Finding:

The Planning Division of the Development Services Department of the City of Oxnard has reviewed the above proposed project and found it to be exempt from the provisions of the California Environmental Quality Act (CEQA).

- ☐ Ministerial Project
- ☒ Categorical Exemption
- ☐ Statutory Exemption
- ☐ Emergency Project
- ☐ Quick Disapproval [CEQA Guidelines, 14 Cal. Code of Regs. 15270]
- ☐ No Possibility of Significant Effect [CEQA Guidelines, 14 Cal. Code of Regs. 15061(b)(3)]

Supporting Reasons: In accordance with Section 15301, Class 1 of the State CEQA Guidelines, projects involving “negligible or no expansion of use beyond that existing at the time of the lead agency’s determination” may be found to be exempt from the requirements of the California Environmental Quality Act (CEQA). This proposal involves a request for an alcohol Special Use Permit and will not increase square footage of the existing building. Therefore, staff has determined that there is no substantial evidence that the project will have a significant effect on the environment.

(Date)

Kathleen Mallory, AICP
Planning and Environmental Services
Manager

ATTACHMENT “D”

Police Department Report



Police Department

Scott Whitney, Chief of Police

Date: February 7, 2019

To: Kathleen Mallory, Planning Division Manager
Jose Coyotl, Assistant Planner

From: Denise Shadinger, Patrol Support Division Commander
Scott Swenson, Neighborhood Safety & Alcohol Compliance Specialist

Subject: Phil Center, 1600 Ives Avenue
PZ 18-510-04

Site Information:

The site is an existing restaurant building located at the southeast corner of Ives Avenue and Statham Blvd. The site previously operated as Marie Callender's Restaurant and City Buffet. The site has not had a permanent ABC License since 2005. To the southwest of the site across Oxnard Blvd. is a small retail center. To the southeast across Oxnard Blvd. is a vacant lot zoned for commercial use. To the northwest across Statham Blvd. is a McDonald's Restaurant. To the north across the intersection of Ives Ave. and Statham Blvd. is a church. To the northeast across Ives Ave. is a commercial property. The site is in a commercial/industrial area.

It is the intent of the operators of the Phil Center to operate as restaurant with the option to host private entertainment events. The operators consulted with ABC who guided them toward a Type 47 Restaurant License where beer, wine, and spirits would be served along with food. The Phil Center has the option to host wedding receptions, birthday parties, quinceañeras, and similar events. The operators expect to conduct a kitchen remodel in 2019 during which time food for events would be catered from a licensed and permitted caterer.

Alcohol outlets located within 350 feet of the establishment include:

There are no retail alcohol establishments between 350 feet and 1000 feet of the applicant site.

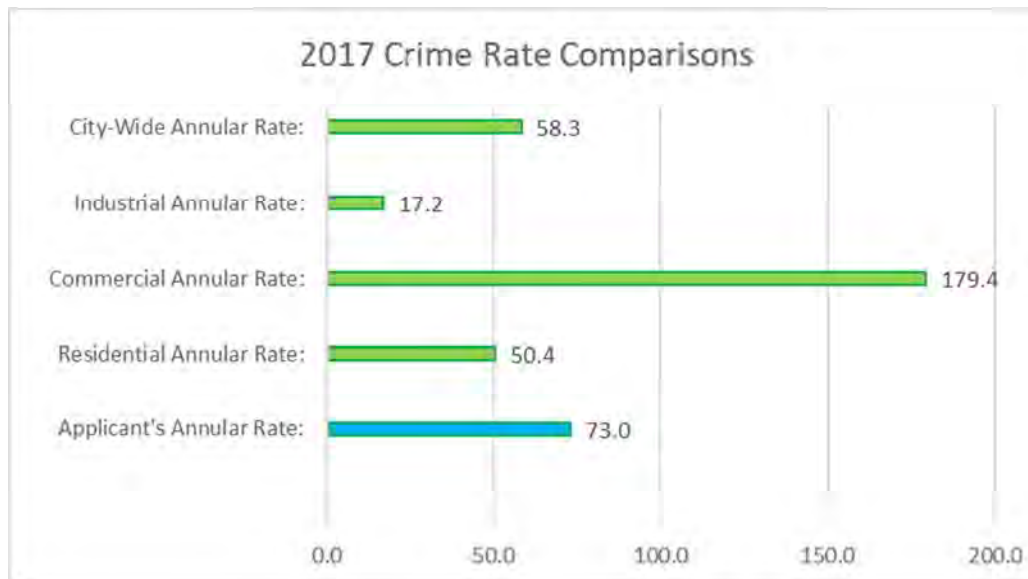
BUSINESS NAME	LOCATION	LICENSE TYPE	LICENSE TITLE	LICENSE DESC.	ALCOHOL ALLOWED
1. Yokozuna Sushi	2071 Statham Blvd.	Type 41	On-Sale Beer, & Wine	Restaurant	Beer & Wine
2. Moose Lodge	1935 S.	Type 51	On-Sale Beer,	Club	Beer, Wine

#561	Statham Blvd.		Wine & Spirits		& Spirits
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Crime Statistics Review:

For comparison purposes the Police Department calculates the average number of Part I and II crimes that occurred during a selected 12-month period. In the case of this report, all calculations are based on statistics from 2017. The average city-wide, annular average of Part I and II crimes is 58.3.

The number of Part I and II crimes in the applicant's 1000 feet annular area is 73. This is 40% of the commercial annular rate of 179. Only two incidents during this period occurred at the applicant business address. One, a theft and the second incident was a commercial burglary. The crime statistics for this site can be best illustrated in the graph below:



For reference, the category of Part I crimes include: murder, rape, robbery, theft, burglary, auto theft, assault, and arson. Part II crimes include: vandalism, weapons possession, sex offenses, drug abuse violations, driving under the influence, liquor laws, drunkenness, and disorderly conduct.

Police Department Input:

The District Coordinator and Beat Coordinator who are responsible for the day-to-day monitoring of activity and deployment of police resources for the surrounding area said the location is not generally considered to be a policing problem and has not required any specific attention.

Community Input:

The applicant business is located in a commercial-industrial area and is not within or near a residential neighborhood. Several nearby business operators were contacted concerning the Phil Center obtaining a liquor license/permit and there were no objections to the proposal.

Conclusion:

The statistical analysis shows the area to have a crime rate that is slightly higher than the city-wide average, however, it is significantly lower than the average for commercially zoned properties. The area is not considered a policing problem. Since the Phil Center plans to operate as an event center, there are no similar uses nearby. Therefore, there is no undue concentration of similar establishments.

Based on the information developed in this review, the Police Department has no objection to the granting of a permit to the Phil Center to sell alcohol with the attached conditions.

Police Operating Conditions On-Sale Restaurant

1. All sellers or servers working within the restaurant area shall complete a course in Responsible Beverage Service (RBS) within sixty days of license granting and/or date of employment. This condition is directed at those persons taking and/or delivering alcoholic beverages to the customers within the restaurant area. Cashiers and others who do not serve alcoholic beverages for on-site consumption are exempt. Applicant/store management can contact the Oxnard Police Department Special Projects Unit via email at: specialprojects@oxnardpd.org to inquire about RBS course schedules. (PL/PD)
2. All general managers and supervisors shall complete a course in the Responsible Beverage Service within 60 days of license granting and/or date of employment. (PD)
3. A menu of food items, including appetizers, entrees and desserts, shall be available at all times that alcohol is sold, and employees will encourage guests to purchase and consume food items along with their alcoholic beverages, as part of its commitment to responsible beverage service.
4. When security personnel are present or required per Oxnard City Code, Permittee shall maintain accurate records of all security personnel on the premise at any given time and make those available to the police upon demand.
 - a) If security personnel are employed by a security firm, the permittee shall have records identifying each guard by name and date of birth.

- b) If security personnel are employed by the permittee, the permittee shall maintain records for each guard including: name, date of birth, copies of permits, and any required credentials including those for weapons or other tools the guard may be authorized to carry.
- 5. The Police Chief or designee may immediately suspend operation of the uses approved by this permit pending a hearing on the revocation of this permit if the Chief finds there have been significant violations of the use permit conditions and/or a permit issued by the California Department of Alcoholic Beverage Control (“ABC”), or there is a single serious violent crime or single significant incident to which multiple police units or multiple police jurisdictions respond associated with the operation of this use, which the Chief determines is detrimental to the public safety or health. The Chief shall immediately inform the Planning and Environmental Services Manager of the suspension and the manager shall schedule a hearing on the revocation of the permit by the Development Services Director to be held no more than 30 days after the suspension begins. (PD)
- 6. The premises shall be equipped with an adequate number of seats to accommodate all customers. There shall be no service area that is designed or used as a standing area only or as a combined standing and seating area. (PD)
- 7. The activity at the site and the use of any amplifying system or device shall not be disruptive to neighboring uses. (PD)
- 8. There shall be no advertising of alcoholic beverages visible from the outside, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages. (PL/PD)
- 9. Sales of alcohol may only occur between the hours of 7:00 A.M. and 11:00 P.M. (PL/PD)
- 10. Permittee shall have a Certified Food Handler on-duty at all times the restaurant is open in order to support the service of its menu.
- 11. Alcoholic beverages shall not be offered at significantly reduced prices (typically more than a 25% reduction from regular prices) that are meant to encourage greater consumption of alcohol such as during “happy hour” type promotions. Permittee shall not develop any other promotional activity designed to encourage excessive drinking of alcoholic beverages. Promoting a “happy hour” or other event that offers reduced prices on food or other items shall not be considered a violation of this condition and are actually encouraged. (PD)
- 12. Alcoholic beverages shall be served in standard sizes that are consistent with the industry and shall not be served by the pitcher or similar high capacity containers exceeding 36 oz. total. (PD)

13. In the areas outside the business, not otherwise licensed by the Department of Alcoholic Beverage Control allowing the service of alcohol, Permittee shall post prominent, permanent signs indicating that loitering, open containers, and the consumption of alcoholic beverages is prohibited. This includes the parking lot, walkways and other adjacent areas under Permittee's reasonable control. (PD)
14. Prominent signs shall be posted throughout the business, in effect, "No persons under 21 will be served alcoholic beverages" and "Valid ID is required to purchase or possess alcoholic beverages". (PD)
15. Employees involved in the sale or service of alcoholic beverages shall not be allowed to consume alcoholic beverages at any time during their shift. Employees shall not report to work with evidence of having consumed any intoxicants such as alcohol, illegal drugs, or controlled substances. (PD)
16. The subject Alcoholic Beverage Control License shall not be exchanged for any other type of Alcoholic Beverage Control License without DDR review and approval by the Police Chief or designee and the Development Services Director. (PD)
17. Upon any individual transfer (person-to-person) of the subject Alcoholic Beverage Control License or if the business is ever deemed a nuisance as defined in the Oxnard City Code, a review of the existing DDR shall be initiated and conditions may be added or removed as appropriate to mitigate existing or potential problems. (PD)
18. Any graffiti painted or marked upon the premises or on any adjacent area under the control of Permittee shall be removed or painted over within twenty-four (24) hours of being applied. (PL/PD)
19. The permittee shall be responsible for maintaining the property free of litter. (PL/PD)
20. The area surrounding premises under the reasonable control of Permittee (including the rear of the business) shall be equipped with lighting of sufficient power to illuminate and make easily discernable the appearance and conduct of all persons in or about the area. (PL/PD)
21. No pay phone on the exterior of the premises shall be allowed within 100 feet of the front or rear doors. Any pay phones installed inside shall be blocked from incoming calls. (PL/PD)
22. Permittee shall regularly police the area under Permittee's control and shall not permit the loitering of persons about the premises. (PL/PD)
23. Any rear door of the premises shall be equipped on the inside with an automatic locking device, shall be closed at all times, and shall not be used as a means of

access by patrons to and from the licensed premises. Temporary use of these doors for delivery of supplies does not constitute a violation. (PD)

24. The permittee shall establish responsible cash handling procedures to reduce the likelihood of robberies and thefts. (PD)
25. The permittee shall bolt down or otherwise secure all cash registers to service counters in order to prevent the entire device from being stolen during a burglary or robbery. (PD)
26. The permittee shall install a video surveillance system that shall be maintained at a reasonable industry standard and shall, at a minimum, monitor the entrances and exits, any common areas, and approaches to restrooms. (PD)

Any video system installed to meet the requirement of these conditions shall meet the below minimum standards:

- a. Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Greyscale images are expected for infra-red lighting.
 - b. Cameras shall be made by a reputable manufacturer and maintained to current industry standards.
 - c. Cameras shall have low light capability and able to identify persons conducting transactions or entering the business.
 - d. The video system shall utilize a Digital Video Recorder (DVR), VHS, and other formats are prohibited.
 - e. The video system shall allow recording, live viewing and playback of recorded video for a period of at least 30 days.
 - f. Recorded images shall bear a date and time stamp that cannot be altered.
 - g. Cameras capable of capturing images of reasonable quality shall monitor the exterior areas of the property.
 - h. At a minimum, one camera shall be dedicated to capturing head and upper body images of each person entering any door to the business. Cameras dedicated to this purpose shall be mounted at between 7 and 8-feet above the floor.
 - i. At a minimum, one camera shall be dedicated to capturing general activity in the kitchen.
27. In addition to the other conditions of approval in this permit, the permittee shall comply with the provisions of Section 23038 of the Business and Professions Code and acknowledges that incidental, sporadic, or infrequent sales of meals or a mere offering of meals without actual sales shall not be deemed sufficient to consider the premises in compliance with the aforementioned section. (PL/PD)
 28. The premises shall be equipped and maintained in good faith as a bonafide restaurant and shall possess, in operative condition, such conveniences for cooking and storage of foods such as stoves, ovens, broilers, refrigeration, or other

devices, as well as pots, pans, or containers which can be used for cooking or heating foods on the type heating device employed. (PL/PD)

29. The premises shall possess the necessary utensils, table service, and the condiment dispensers with which to serve meals to the public. (PL/PD)
30. There shall not be any portable bar where alcoholic beverages are stored or served. (PD)
31. Permittee shall offer an assortment of food items to customers at all times that alcohol is being served. The proposed menu shall not be reduced in number or substance at any time alcohol is being served other than for reasonable, unforeseen reasons (lack of product...). Any changes or replacements to the proposed product offering shall be of similar or greater quantity and any permanent reduction of menu items is prohibited. (PD)
32. Alcohol shall be served in containers or mugs that are distinct from the typical cups or containers used for coffee or other non-alcoholic beverages. The sale or service of alcohol in their original container (bottle or can) is prohibited. (PD)
33. Activities and events shall not disrupt or disturb neighboring uses by excessive noise, overcrowding, illegal or unauthorized parking, or any other nuisance behavior. (PD)
34. The quarterly gross sales of alcoholic beverages shall not exceed the gross sales of food during the same period. Permittee shall at all times maintain records which reflect separately the gross sales of food and the gross sales of alcoholic beverages of the licensed business. Said records shall be kept no less frequently than on a quarterly basis and shall be made available to the Police Department upon demand. (PL/PD)
35. Permittee shall abide by City Ordinances regarding entertainment where alcoholic beverages are served, specifically 11-185 through 11-188 which can be found online. These sections should be reviewed by the permittee and any manager of the premises prior to providing entertainment. Questions relative to these sections, and uniform requirements of security personnel may be directed to the Alcohol Compliance Specialist/Officer or emailed to: specialprojects@oxnardpd.org. (PD)

POLICE DEPARTMENT SPECIAL CONDITIONS

36. The permittee may apply for a one-day Special Event Permit up to six times in a calendar year to accommodate special activities (ie: New Year's Eve, Mother's Day) to expand the hours of operation and alcohol service beyond the hours identified in the conditions of this permit. The one-day permit may be denied if

there has been a documented violation of these conditions during the 12-month period prior to date of the planned one-day event or any other circumstance where it is believed the event would disturb neighboring uses or require additional police resources to monitor the event.

37. The permittee shall participate, when requested and reasonable, in programs and efforts by the Oxnard Police Department to inform and educate patrons on dangers of driving under the influence of alcohol or drugs.
38. The permittee's Internet presence shall be consistent with these conditions. Any site or Internet presence reasonably controlled by the permittee shall not advertise or illustrate circumstances or activities that run contrary to provisions set forth through their ABC License or this Special Use Permit.
39. In the event of a suspected criminal event where some part of the event occurs within the business, the permittee or managing/supervising employee shall provide to the Oxnard Police Department, in a timely manner, any video recording documenting activity within and around this business relative to the event when it involves:
 - a) The service or sales of alcohol beverages under the scope of this permit,
 - b) Any crime of violence and there is an urgency to identify the suspect or true circumstances to protect the safety of an individual or the public at large, or
 - c) Any theft occurring within the business.
40. Persons under the age of 21 shall be prohibited from sitting at the bar. A minimum of two "table signs" shall state: "No one under 21 years of age shall sit at the bar".
41. Should at any time the restaurant's kitchen is closed for repair or remodel the permittee shall ensure that food shall be available at all times alcohol is served. Under such circumstances, a staff member of the permittee with a current food service certificate appropriate for the venue shall be present all times alcohol is served.
42. All bottles and cans of alcoholic beverages shall be stored behind the bar and out of reach of customers.
43. The restaurant/bar space is 461 square feet. The room has nine bar stools and twelve table seats. This room/area shall not be enlarged or modified without administrative review of the Chief of Police or his/her designee and the Community Development Director.
44. No gatherings shall be conducted in the parking lot. (PL)
45. A copy of these conditions and a log of employees who have completed Responsible Beverage Service training must be maintained on the premises and

made available upon the demand of by any representative of the Oxnard Police Department.

46. Should this facility change its business operation from a restaurant open to the general public to an event center exclusively it will be considered a change in use and a review and modification of this permit will be required.
47. This permit may be modified by submitting for a minor modification, paying appropriate fees, and receiving joint administrative approval from the Director of Development Services and the Chief of Police. Such administrative approval can be denied for the below listed reasons:
 - a) Increase in police incidents at the site or tied to the site,
 - b) Plans to intensify the sales or consumption of alcohol, or
 - c) Any violations of the conditions of this permit or of the Alcohol Beverage Control Act in the prior 24-months.

ATTACHMENT “E”

Resolution of Approval

RESOLUTION NO. 2019-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 18-510-04 (SPECIAL USE PERMIT - ALCOHOL) TO ALLOW THE SALE OF BEER, WINE, AND DISTILLED SPIRITS FOR ON-SITE CONSUMPTION (LICENSE TYPE- 47) AT A PROPOSED 8,828 SQUARE-FOOT RESTAURANT (PHILIPPINE CENTER OF VENTURA COUNTY), LOCATED AT 1600 IVES AVENUE. FILED BY JOHN MULLER, ON BEHALF OF THE PHILIPPINE CENTER OF VENTURA COUNTY, 1451-D RICE AVENUE, OXNARD, CA 93030

WHEREAS, on November 16, 2018, John Muller, (the “**Applicant**”), on behalf of property owners Philippine Center of Ventura County, submitted a request to allow the sale of beer, wine, and distilled spirits for on-site consumption within a proposed 8,828 square-foot restaurant at 1600 Ives Avenue; and

WHEREAS, on June 6, 2019, the Planning Commission of the City of Oxnard has considered an application for Planning and Zoning Permit No. 18-510-04, filed by John Muller in accordance with Section 16-530 through 16-553 of the Oxnard City Code and City Council Resolution No. 11,896; and

WHEREAS, the Planning and Environmental Services Division has completed a preliminary environmental assessment of the Project in accordance with the California Environmental Quality Act (CEQA) and determined that the Project is subject to a categorical exemption

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF OXNARD:

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

- (1) **The proposed use is in conformance with the City of Oxnard Land Use Plan and the elements thereof and other adopted standards.**

As described in the Staff Report, the proposed sale of alcoholic beverages at a restaurant is consistent with General Commercial zoning, subject to approval of a special use permit.

- (2) **The proposed use will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.**

The Project will allow the sale of beer, wine, and distilled spirits for on-site consumption within a proposed restaurant. As conditioned, the project will not aggravate policing issues when properly regulated through the imposition of and compliance with the conditions of approval.

- (3) **The proposed use will not result in or add to an undue concentration of off-site consumption establishments selling alcohol beverages within 350 feet of the subject location.**

As described in the Staff Report, there are no similar outlets within 350 feet of the Project site; therefore, there is not a presumption of undue concentration by local standards. Additionally, the business will be in a well-established, well-maintained commercial center where the crime rate is below the average for commercial properties.

- (4) **The proposed use is not likely to create or significantly aggravate police problems within 1,000 feet of the location for which the special use permit is applied.**

The Project will not create, or significantly aggravate police problems within 1,000 feet of the location for which the special use permit is requested, as discussed in the Staff Report.

SECTION 2. The Planning Commission, in accordance with the California Environmental Quality Act (CEQA), determines that the Project will not have a significant impact on the environment and is categorically exempt from CEQA pursuant to Article 19, Section 15301 (Existing Facilities) of the State CEQA Guidelines. This section pertains to projects not involving any expansion of existing uses. The Planning and Environmental Services Division is hereby authorized and directed to file a Notice of Exemption with the Ventura County Clerk pursuant to Section 15602 of the State CEQA Guidelines within five (5) working days of passage, approval and adoption of this Resolution.

SECTION 3. Based on the findings set forth herein, the Planning Commission hereby approves Planning and Zoning Permit 18-510-04 (Special Use Permit - Alcohol), subject to the attached conditions of approval.

SECTION 4. The decision of the Planning Commission shall be final unless an appeal of the action is filed in accordance with the provisions of Section 16-545 of the Oxnard City Code.

SECTION 5. The Secretary shall certify the adoption of this Resolution.

STANDARD CONDITIONS OF APPROVAL FOR LAND USE PERMITS

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

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning Division

DS	Dev Services/Eng Dev/Inspectors	TR	Traffic Division
PD	Police Department	B	Building Plan Checker
SC	Source Control	FD	Fire Department
PK	Landscape Design	CE	Code Compliance

GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning Division, and may not be transferred from one property to another (PL, G-1).
2. This permit is granted for the plans dated November 16, 2018, (“the plans”) on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the Planning and Environmental Services Manager (“Planning Manager”) or a major modification to the plans is approved by the Planning Commission. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major modification shall be required for substantial changes or increases in such items (PL, G-2).
3. All required off-site and on-site improvements for the project, including structures, paving, and landscaping, shall be completed prior to occupancy unless the Development Services Manager allows Applicant to provide security or an executed agreement approved by the City Attorney to ensure completion of such improvements (DS, G-4).
4. By commencing any activity related to the project or using any structure authorized by this permit, Applicant accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein (CA, G-5).
5. Applicant agrees, as a condition of adoption of this resolution, at Applicant’s own expense, to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process (CA, G-6).
6. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail (CA, G-7).
7. Applicant shall complete the “Notice of Land Use Restrictions and Conditions” form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Applicant shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager (PL, G-8).

8. Before placing or constructing any signs on the project property, Applicant shall obtain a sign permit from the City. Except as provided in the sign permit, Applicant may not change any signs on the project property (PL/B, G10).
9. Applicant shall not permit any combustible refuse or other flammable materials to be burned on the project property (FD, G-12).
10. Applicant shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief (FD, G-13).
11. If Applicant, owner or tenant fails to comply with any of the conditions of this permit, the Applicant, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14).

PLANNING DIVISION STANDARD CONDITIONS

12. Applicant may not modify any use approved by this permit unless the Planning Manager determines that Applicant has provided the parking required by the Oxnard City Code for the modification use (PL, PL-7).

PLANNING DIVISION SPECIAL CONDITIONS

13. This permit shall automatically be void 12 months from the date of issuance, unless the Applicant has received a Type-47 license from the State Department of Alcoholic Beverage Control to sell alcoholic beverages on the Project property (PL).

POLICE DEPARTMENT STANDARD CONDITIONS

14. All sellers or servers working within the restaurant area shall complete a course in Responsible Beverage Service (RBS) within sixty days of license granting and/or date of employment. This condition is directed at those persons taking and/or delivering alcoholic beverages to the customers within the restaurant area. Cashiers and others who do not serve alcoholic beverages for on-site consumption are exempt. Applicant/store management can contact the Oxnard Police Department Special Projects Unit via email at: specialprojects@oxnardpd.org to inquire about RBS course schedules (PL/PD).
15. All general managers and supervisors shall complete a course in the Responsible Beverage Service within 60 days of license granting and/or date of employment. (PD)
16. A menu of food items, including appetizers, entrees and desserts, shall be available at all times that alcohol is sold, and employees will encourage guests to purchase and consume food items along with their alcoholic beverages, as part of its commitment to responsible beverage service.

17. When security personnel are present or required per Oxnard City Code, Permittee shall maintain accurate records of all security personnel on the premise at any given time and make those available to the police upon demand.
 - a) If security personnel are employed by a security firm, the permittee shall have records identifying each guard by name and date of birth.
 - b) If security personnel are employed by the permittee, the permittee shall maintain records for each guard including: name, date of birth, copies of permits, and any required credentials including those for weapons or other tools the guard may be authorized to carry.
18. The Police Chief or designee may immediately suspend operation of the uses approved by this permit pending a hearing on the revocation of this permit if the Chief finds there have been significant violations of the use permit conditions and/or a permit issued by the California Department of Alcoholic Beverage Control ("ABC"), or there is a single serious violent crime or single significant incident to which multiple police units or multiple police jurisdictions respond associated with the operation of this use, which the Chief determines is detrimental to the public safety or health. The Chief shall immediately inform the Planning and Environmental Services Manager of the suspension and the manager shall schedule a hearing on the revocation of the permit by the Community Development Director to be held no more than 30 days after the suspension begins (PD).
19. The premises shall be equipped with an adequate number of seats to accommodate all customers. There shall be no service area that is designed or used as a standing area only or as a combined standing and seating area (PD).
20. The activity at the site and the use of any amplifying system or device shall not be disruptive to neighboring uses (PD).
21. There shall be no advertising of alcoholic beverages visible from the outside, including advertising directed to the exterior from within, promoting or indicating the availability of alcoholic beverages (PL/PD).
22. Permittee shall have a Certified Food Handler on-duty at all times the restaurant is open in order to support the service of its menu.
23. Alcoholic beverages shall not be offered at significantly reduced prices (typically more than a 25% reduction from regular prices) that are meant to encourage greater consumption of alcohol such as during "happy hour" type promotions. Permittee shall not develop any other promotional activity designed to encourage excessive drinking of alcoholic beverages. Promoting a "happy hour" or other event that offers reduced prices on food or other items shall not be considered a violation of this condition and are actually encouraged (PD).

24. Alcoholic beverages shall be served in standard sizes that are consistent with the industry and shall not be served by the pitcher or similar high capacity containers exceeding 36 oz. total (PD).
25. In the areas outside the business, not otherwise licensed by the Department of Alcoholic Beverage Control allowing the service of alcohol, Permittee shall post prominent, permanent signs indicating that loitering, open containers, and the consumption of alcoholic beverages is prohibited. This includes the parking lot, walkways and other adjacent areas under Permittee's reasonable control (PD).
26. Prominent signs shall be posted throughout the business, in effect, "No persons under 21 will be served alcoholic beverages" and "Valid ID is required to purchase or possess alcoholic beverages" (PD).
27. Employees involved in the sale or service of alcoholic beverages shall not be allowed to consume alcoholic beverages at any time during their shift. Employees shall not report to work with evidence of having consumed any intoxicants such as alcohol, illegal drugs, or controlled substances (PD).
28. The subject Alcoholic Beverage Control License shall not be exchanged for any other type of Alcoholic Beverage Control License without review and approval by the Police Chief or designee and the Community Development Director (PD).
29. Upon any individual transfer (person-to-person) of the subject Alcoholic Beverage Control License or if the business is ever deemed a nuisance as defined in the Oxnard City Code, a review of the existing Special Use Permit shall be initiated and conditions may be added or removed as appropriate to mitigate existing or potential problems (PD).
30. Any graffiti painted or marked upon the premises or on any adjacent area under the control of Permittee shall be removed or painted over within twenty-four (24) hours of being applied (PL/PD).
31. The permittee shall be responsible for maintaining the property free of litter (PL/PD).
32. The area surrounding premises under the reasonable control of Permittee (including the rear of the business) shall be equipped with lighting of sufficient power to illuminate and make easily discernible the appearance and conduct of all persons in or about the area (PL/PD).
33. No pay phone on the exterior of the premises shall be allowed within 100 feet of the front or rear doors. Any pay phones installed inside shall be blocked from incoming calls (PL/PD).
34. Permittee shall regularly police the area under Permittee's control and shall not permit the loitering of persons about the premises (PL/PD).

35. Any rear door of the premises shall be equipped on the inside with an automatic locking device, shall be closed at all times, and shall not be used as a means of access by patrons to and from the licensed premises. Temporary use of these doors for delivery of supplies does not constitute a violation (PD).
36. The permittee shall establish responsible cash handling procedures to reduce the likelihood of robberies and thefts (PD).
37. The permittee shall bolt down or otherwise secure all cash registers to service counters in order to prevent the entire device from being stolen during a burglary or robbery (PD).
38. The permittee shall install a video surveillance system that shall be maintained at a reasonable industry standard and shall, at a minimum, monitor the entrances and exits, any common areas, and approaches to restrooms (PD).

Any video system installed to meet the requirement of these conditions shall meet the minimum standards below:

- a. Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Grayscale images are expected for infra-red lighting.
 - b. Cameras shall be made by a reputable manufacturer and maintained to current industry standards.
 - c. Cameras shall have low light capability and able to identify persons conducting transactions or entering the business.
 - d. The video system shall utilize a Digital Video Recorder (DVR), VHS, and other formats are prohibited.
 - e. The video system shall allow recording, live viewing and playback of recorded video for a period of at least 30 days.
 - f. Recorded images shall bear a date and time stamp that cannot be altered.
 - g. Cameras capable of capturing images of reasonable quality shall monitor the exterior areas of the property.
39. In addition to the other conditions of approval in this permit, the permittee shall comply with the provisions of Section 23038 of the Business and Professions Code and acknowledges that incidental, sporadic, or infrequent sales of meals or a mere offering of meals without actual sales shall not be deemed sufficient to consider the premises in compliance with the aforementioned section (PL/PD).
 40. The premises shall be equipped and maintained in good faith as a bonafide restaurant and shall possess, in operative condition, such conveniences for cooking and storage of foods such as stoves, ovens, broilers, refrigeration, or other devices, as well as pots, pans, or containers which can be used for cooking or heating foods on the type heating device employed (PL/PD).

41. The premises shall possess the necessary utensils, table service, and the condiment dispensers with which to serve meals to the public (PL/PD).
42. There shall not be any portable bar where alcoholic beverages are stored or served (PD).
43. Permittee shall offer an assortment of food items to customers at all times that alcohol is being served. The proposed menu shall not be reduced in number or substance at any time alcohol is being served other than for reasonable, unforeseen reasons (lack of product...). Any changes or replacements to the proposed product offering shall be of similar or greater quantity and any permanent reduction of menu items is prohibited (PD).
44. Alcohol shall be served in containers or mugs that are distinct from the typical cups or containers used for coffee or other non-alcoholic beverages. The sale or service of alcohol in their original container (bottle or can) is prohibited (PD).
45. Activities and events shall not disrupt or disturb neighboring uses by excessive noise, overcrowding, illegal or unauthorized parking, or any other nuisance behavior (PD).
46. The quarterly gross sales of alcoholic beverages shall not exceed the gross sales of food during the same period. Permittee shall at all times maintain records which reflect separately the gross sales of food and the gross sales of alcoholic beverages of the licensed business. Said records shall be kept no less frequently than on a quarterly basis and shall be made available to the Police Department upon demand (PL/PD).
47. Permittee shall abide by City Ordinances regarding entertainment where alcoholic beverages are served, specifically 11-185 through 11-188 which can be found online. These sections should be reviewed by the permittee and any manager of the premises prior to providing entertainment. Questions relative to these sections, and uniform requirements of security personnel may be directed to the Alcohol Compliance Specialist/Officer or emailed to: specialprojects@oxnardpd.org (PD).

POLICE DEPARTMENT SPECIAL CONDITIONS

48. The permittee may apply for a one-day Special Event Permit up to six times in a calendar year to accommodate special activities (ie: New Year's Eve, Mother's Day) to expand the hours of operation and alcohol service beyond the hours of 7:00 A.M. and 11:00 P.M. as identified in the conditions of this permit. The one-day permit may be denied if there has been a documented violation of these conditions during the 12-month period prior to date of the planned one-day event or any other circumstance where it is believed the event would disturb neighboring uses or require additional police resources to monitor the event.
49. The permittee shall participate, when requested and reasonable, in programs and efforts by the Oxnard Police Department to inform and educate patrons on dangers of driving under the influence of alcohol or drugs.

50. The permittee's Internet presence shall be consistent with these conditions. Any site or Internet presence reasonably controlled by the permittee shall not advertise or illustrate circumstances or activities that run contrary to provisions set forth through their ABC License or this Special Use Permit.
51. In the event of a suspected criminal event where some part of the event occurs within the business, the permittee or managing/supervising employee shall provide to the Oxnard Police Department, in a timely manner, any video recording documenting activity within and around this business relative to the event when it involves:
 - a) The service or sales of alcohol beverages under the scope of this permit,
 - b) Any crime of violence and there is an urgency to identify the suspect or true circumstances to protect the safety of an individual or the public at large, or
 - c) Any theft occurring within the business.
52. Persons under the age of 21 shall be prohibited from sitting at the bar. A minimum of two "table signs" shall state: "No one under 21 years of age shall sit at the bar".
53. Should at any time the restaurant's kitchen is closed for repair or remodel the permittee shall ensure that food shall be available at all times alcohol is served. Under such circumstances, a staff member of the permittee with a current food service certificate appropriate for the venue shall be present all times alcohol is served.
54. All bottles and cans of alcoholic beverages shall be stored behind the bar and out of reach of customers.
55. The restaurant/bar space is 461 square feet. The room has nine bar stools and twelve table seats. This room/area shall not be enlarged or modified without administrative review of the Chief of Police or his/her designee and the Community Development Director.
56. No gatherings shall be conducted in the parking lot (PL).
57. A copy of these conditions and a log of employees who have completed Responsible Beverage Service training must be maintained on the premises and made available upon the demand of by any representative of the Oxnard Police Department.
58. Should this facility change its business operation from a restaurant open to the general public to an event center exclusively it will be considered a change in use and a review and modification of this permit will be required.
59. This permit may be modified by submitting for a minor modification, paying appropriate fees, and receiving approval from the Community Development Director. Such administrative approval can be denied for the below listed reasons:
 - a) Increase in police incidents at the site or tied to the site,
 - b) Plans to intensify the sales or consumption of alcohol, or

- c) Any violations of the conditions of this permit or of the Alcohol Beverage Control Act in the prior 24-months.

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard on this ____day of ____, 2019

Vincent Stewart, Chair

I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Oxnard at a meeting held on the ____ day of ____, 2019, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

Douglas Spondello, Secretary



PLANNING COMMISSION STAFF REPORT

TO: Planning Commission

FROM: Douglas Spondello, Interim Planning Manager

DATE June 6, 2019

SUBJECT: Planning & Zoning (PZ) Permit Nos. 18-620-01 (General Plan Amendment), 18-580-01 (Zone Text Amendment), and 18-570-02 (Zone Change) – The Downtown Code and Removal of Conditional Downtown East Transit Oriented District Urban Village Designation.

- 1) Recommendation:** That the Planning Commission adopt resolutions recommending that the City Council approve PZ Nos. 18-620-01 (General Plan Amendment), 18-580-01 (Zone Text Amendment), and 18-570-02 (Zone Change) to implement the proposed Downtown Code and remove the conditional Downtown East Transit Oriented District (DETOD) Urban Village designation.
- 2) Project Description and Applicant:** The proposed amendments to the 2030 General Plan and Oxnard City Code (OCC) Chapter 16 (Zoning) comprehensively update land use and development regulations related to Downtown Oxnard, these actions are collectively referred to as “The Downtown Code”. A related action is the removal of the conditional Downtown East Transit Oriented District (DETOD) Urban Village designation. Filed by the City of Oxnard, Community Development Department, 214 South C Street, Oxnard, California 93030.
- 3) Background:** In January of 2016, the City commissioned the Congress for New Urbanism (CNU) to revisit and integrate earlier downtown planning and policy documents into an overarching “vision” for downtown. This process included extensive study by industry professionals as well as a public, five-day design charrette. The purpose of the design charrette was to help articulate an overarching vision for downtown and to provide guidance for allocating a portion of the Downtown Improvement Settlement Funds. The recommendations of this effort are outlined in the Downtown Vision Plan (DVP), which was presented to City Council by the CNU on October 18, 2016.

Following the DVP, on December 19, 2016, City Staff presented the “Three-Year Implementation Plan”. There are three main components to the Implementation Plan: (1) Regulatory Retooling (Land Use and Design Review, Parking Management), (2) Public Reinvestment (Capital Improvements, Business Inducement Programs, Arts Hub, and Property Disposition), and (3) Program Administration (Project Management, Regulatory Documents, Tourism, Public Infrastructure, Stakeholder Involvement, Special Events, City Council Follow-up, and Homelessness Strategies). At the January 31, 2017 City Council meeting, Staff presented a total of 14 projects, collectively known as “Downtown Capital

Improvement Projects” for consideration and prioritization by Council. On April 4, 2017, the City Council voted to fund some of these projects and authorize Staff to proceed. These projects included:

1. Downtown Trash Enclosures (not funded)
2. Downtown Lighting (funded)
3. Façade Improvements (not funded)
4. Public Restrooms (pilot program funding)
5. Downtown Tree Trimming – Oxnard Boulevard (funded)
6. Downtown Land Use Policies and Design Guidelines (funded)
7. Revolving Loan Program (not funded)
8. Parking Management Plan (funded)
9. Arts Hub (funded)
10. “A” Street Enhanced Landscaping (not funded)
11. “A” Street Improvements (not funded)
12. Project Manager (funded)
13. Tourism (no specific funding or project)
14. Land Use Policies (funded)

The Community Development Department is responsible for implementation of three of the Downtown Capital Improvement Projects: the Downtown Design Guidelines, Land Use Policies, and Parking Management Plan, which are now collectively addressed as “The Downtown Code”. A description of each project is below:

Downtown Land Use Policies and Design Guidelines:

Downtown Land Use Policies and Design Guidelines refer to the long-term planning initiatives that include updating and aligning the 2030 General Plan with the Zoning Ordinance as well as other previously adopted plans related to downtown. This project also provides for the creation of architectural development standards and regulations for the Central Business District, which are based on the general principles of the Downtown Vision Plan. This project also incorporates a permit streamlining program, including standards for parklet and outdoor dining. This project is now referred to as the Downtown Code.

Parking Management Plan:

On December 1, 2009, and with Resolution No. 13,751, the City Council adopted the *Downtown Oxnard Mobility and Parking Management Plan Final Report* (the DOMPMP). The Report, prepared by Nelson-Nygaard Consulting, was the result of a multi-year effort including public outreach with local property and business owners, the Downtown Management District, Downtown Improvement Task Force and public at-large. The Plan provides eight basic recommendations intended to both manage downtown transportation and stimulate economic activity including:

1. Pursue a “Park Once” Strategy
2. Reduce Minimum Parking Requirements and Institute an In-Lieu Fee
3. Install Parking Meters Where Necessary
4. Invest Meter Revenues in Priority Programs Downtown
5. Provide Universal Transit Passes
6. Require Parking Cash Out

7. Create a Residential Benefit Parking District
8. Construct New Parking Structure When Needed

Though the DOMPMP was approved, implementation of the eight recommendations was to be phased and required zoning code updates and further analysis and recommendations to establish a parking in-lieu fee. The Downtown Vision Plan (Section 2.8, Parking Strategy) recommended implementation of the DOMPMP to support “economic development in downtown Oxnard through parking management and the Plan simultaneously addresses several concerns raised by community stakeholders.” Currently, the Code applies parking rates specific to each use City-wide, without regard for the unique walkability and context or transportation infrastructure of downtown. Implementing Recommendation No. 2 of the DOMPMP will provide parking standards specific to the unique setting and context of Downtown Oxnard and is expected to generate a great degree of development interest from projects which may have been previously infeasible due to the suburban-oriented parking requirements of the existing City Code.

Staff retained Sargent Town Planning, Stantec, and Harris & Associates for the preparation of the Downtown Code, reduced parking rate, and creation of a parking in-lieu fee. Sargent Town Planning prepared the updated, form-based Downtown Code. Stantec, an engineering services company, conducted a comprehensive study of public and private parking within the Downtown to assess peak demand and capacity. This study provides the technical justification for the reduced parking rates being proposed. Harris & Associates are currently analyzing the parking data and Downtown Code in order to establish an in-lieu fee for the use of public parking lots for new development. Though the development of each of these components has been unique, they are all part of the Downtown Code and will be implemented by the Code.

The initial draft of The Downtown Code was provided by Sargent Town Planning on April 6, 2018. Since that time, Staff has actively engaged with the consultant’s team, developers, stakeholder groups, and the public to refine the draft to the current version (included with Attachment B). A summary of Staff’s outreach efforts is provided in Section 7 of this report.

4) Analysis: Actions required to implement The Downtown Code include: 1) amendments to the 2030 General Plan and the General Plan land use designations of individual properties; 2) amendments to OCC Chapter 16 (Zoning); and 3) changes to the zoning designation of individual properties (780 parcels). A summary of each action is provided below.

a) Proposed Amendments to the 2030 General Plan: The City’s 2030 General Plan provides the context for land use and development that is implemented through the Zoning Code. An amendment to the 2030 General Plan (GPA) will replace the existing “Central Business District” land use designation with two new designations, “Downtown” and “Downtown Edge” and update references to these land use designations within the general plan. A summary of the existing and proposed land use designations are below:

Existing 2030 General Plan Land Use Designation:

- **Central Business District (CBD)** - [Floor Area Ratio is 1.5:1] Retail and office uses in the downtown area. Special architectural and site design guidelines apply.

Residential up to 39 dwelling units per acre, live/work, work/live, and mixed uses are strongly encouraged. Corresponding Zoning Designation: CBD

Proposed 2030 General Plan Land Use Designations:

- **Downtown (DT)** – Retail, commercial, government and residential uses in the urban context of the downtown area, regulated by form-based development and performance standards to encourage pedestrian-oriented design, diverse and high-quality housing choices and transit utilization. Corresponding Zoning Designations: Downtown Core (DT-C) and Downtown General (DT-G).
- **Downtown Edge (DT-E)** – [18 units per acre] Predominantly residential uses to the north and west of the Downtown that transitions the Downtown to lower-density neighborhoods. Corresponding Zoning Designation: Downtown Edge (DT-E)

Downtown East Transit-Oriented District (DETOD): In addition to the proposed General Plan Amendment to approve The Downtown Code, Staff proposes related amendments to the General Plan land use map and text changes to remove the “Central Business District” and Urban Village “star” designation for approximately 100 acres currently referred to as the Downtown East Transit-Oriented District Urban Village. Currently, DETOD is located to the east of Downtown, bordered by Wooley Road on the south, Richmond Avenue to the east, the Union Pacific rail tracks to the north, and Factory Lane and the railroad tracks east of Meta Street to the West (Attachment D, Figure 2).

General Plan policy CD-7(2) conditionally created DETOD as a transit-oriented Urban Village, anticipated to be redeveloped with a mix of medium- and high-rise residential development, oriented towards transit services at the Oxnard Transportation Center. The 2030 General Plan acknowledges that this urban village was dependent on an expert study to determine if the gradual relocation of existing agricultural processing businesses, the Royal Palms mobile home park, and businesses along Fifth Street followed by gradual public and private redevelopment was feasible. During the interim, Zoning was not changed and all existing uses retained their respective property rights and use permits.

In 2011, a feasibility study was funded and initiated by the Southern California Association of Government (SCAG). The final DETOD feasibility report (Attachment D) was completed in 2012 and determined that the project was not feasible under market and economic conditions at that time. The report also described that the substantial investments and improvements undertaken by the existing industrial tenants within this area further preclude reuse and redevelopment. With that finding and a redirection to The Downtown Code, Staff has included a companion change to the General Plan land use map and Goals and Policies text changes to revert the land use designations on the 100 DETOD acres to their previous designations of Central Industrial Area, Light Industrial, and Downtown (for a small area that was previously designated CBD). With the DETOD-related map and text amendments included within the proposed GPA (PZ No. 18-620-01), General Plan land use designations and current zoning are now fully consistent as required by State law.

b) Proposed Amendments to Oxnard City Code, Chapter 16 (Zoning): The proposed Downtown Code is a ground-up replacement of the existing code. Prior to drafting the Code, Staff directed the review of all previous plans and studies related to the Downtown that had been prepared over the past 25 years. This exercise captured each recommendation provided by these plans/studies, evaluated their merit, and identified how they could be consolidated into the new code for implementation. Staff also conducted stakeholder meetings with developers, property owners, and community groups to secure input on the concept plan. The review of previous plans (including the Vision Plan) and public input established the principles upon which The Downtown Code was developed. As such, Chapter 16 (Zoning), Division 10 (CBD Central Business District) will be repealed and replaced in its entirety by the Downtown Code. The analysis below provides a general overview of The Downtown Code, including highlights of the major changes from our existing Code and innovative new concepts being introduced.

The Downtown Code is a two-part document. The Downtown Code is comprised of two parts: 1) Zones and Standards and 2) Architectural Guidelines. Part One: Zones and Standards, establishes *requirements* including the zoning designations within the downtown area, permitted and conditionally permitted land uses, development standards, and permit processing. Part Two: Architectural Guidelines, provides direction and *recommendations* regarding building architectural styles, design elements, and form, as well as design practices to avoid. These two elements work together, as findings for approval of new development are included in order to determine that a project meets the design requirements and substantially conforms to the guidelines and the design intent that they are intended to communicate. These findings [16-461.1(E)(1)] require the decisionmaker to determine that:

- a. The project represents high quality urban infill architecture and pedestrian-oriented design;
- b. The project will improve the human scale urban character of the surrounding built environment;
- c. The project appropriately modulates the massing and facades of the building, employing materials and detailing that convey solidarity and permanence;
- d. The project represents simple, well-proportioned buildings with thoughtful detailing and good quality, durable materials; and
- e. The project generally and/or substantially conforms to the Architectural Design Guidelines of Part 2 of this Code.

The Downtown Code establishes detailed requirements for the form and design characteristics of new development. Part Two of the Downtown Code, Architectural Guidelines, details a variety of architectural styles with an emphasis on quality architecture. These guidelines define the recommended range of design and performance possibilities to achieve cohesion in the physical character in built quality of the Downtown. Styles profiled in the guidelines include New Traditional, Spanish Revival, Victorian, Craftsman, Contemporary/Modern, and Art Deco. In addition to a focus on specific architectural styles, the Architectural Guidelines also provide direction regarding a variety of general building design considerations, including: street walls, building walls,

doors, windows, color, roofing, vents and equipment, and site walls. These guidelines are included to clearly communicate our design intent to potential developers. The guidelines utilize graphics and photos as a supplement to text to provide direction for building massing, doors, windows, and a variety of other building elements.

The existing Central Business District (CBD) zoning will be replaced by three new zones and the boundary of “Downtown” will be expanded. Currently, Downtown is comprised of a single zone, the Central Business District (CBD). The existing Code prescribes the same design standards to projects within the urban core as those in less-urban areas adjacent to the CBD, such as the Henry T. Oxnard Historic District. Alternatively, the proposed Code features three zones, each designed with unique characteristics to facilitate the transition from suburban areas on the edge of downtown into the urban core. These proposed zones are the Downtown Edge (DT-E), Downtown General (DT-G), and Downtown Core (DT-C). A summary of each zone is provided below:

- **Downtown Edge (DT-E):** The DT-E zone is the least urban and provides a transition between adjacent single-family residential communities and the Downtown. Design guidelines emphasize house-form architecture for primarily residential uses, with very limited commercial uses available within the “open” subzone. Development will feature larger frontages oriented to pedestrians and a maximum height of 35 feet, which may be increased to 44 feet, subject to approval of a special use permit.
- **Downtown General (DT-G):** The DT-G zone is characterized by a mix of block-form and house-form buildings with a maximum height of 85 feet (approx 8 stories), which may be increased to 106 feet (approx 10 stories) with a development agreement when a community benefit is provided. Buildings are located closer to the property line and required to provide a minimum 12-foot high ground floor. DT-G allows for both commercial or mixed-use development.
- **Downtown Core (DT-C):** The DT-C zone is intended to serve as the urban center of the Downtown, with the most intense development. The DT-C will be developed with block-form buildings, placed along the property lines. The maximum height is 120 feet, which may be increased to 150 feet with a development agreement when a community benefit is provided. Given the proximity to Oxnard Airport, building height beyond 120 feet is also subject to input by the Federal Aviation Administration, and related local agencies. The DT-C will feature expansive ground floors a minimum of 16 feet tall for commercial or mixed-use development.

The boundaries the proposed zoning associated with Downtown will be expanded to the north and west, beyond the limits of the existing CBD zone. This expansion implements recommendations of the Downtown Vision Plan and provides for the proposed DT-E transition zone. A map depicting the boundary of the existing CBD zone and proposed downtown zones is provided below.



Proposed Downtown Zoning District Regulating Plan with boundary of existing Central Business District (CBD) Zone outlined in green.

The Code has been designed for ease-of-use. The current CBD zoning code is exclusively text-based. This format fails to clearly communicate certain elements and presents confusion for architects, and developers, as well as Staff. The Downtown Code incorporates photos, charts, renderings, and other graphics to describe the regulations and form-based design criteria. Land use tables and zoning standards are easy to navigate. Building setbacks, massing requirements, height limitations, and frontage requirements are clearly communicated in both text and graphics. The Code also provides a quick-

reference section for each zoning designation that references all associated standards related to uses, new development, and parking, and other topics.

Off-street parking requirements for commercial and residential uses have been reduced to reflect actual demand and public parking may be purchased for use by new developments via an “in-lieu” fee, as recommended by the Downtown Oxnard Mobility and Parking Management Plan (DOMPMP). Currently, off-street parking is required for projects within the Downtown at the same rates that apply to other areas of the City. These requirements do not reflect the urban environment Downtown, nor the availability of public parking lots and on-street parking. These existing parking requirements are also based on very specific and individualized uses (i.e. retail versus restaurant) and this limits options for redevelopment of individual buildings unless additional parking is provided.

Pursuant to Recommendation One of the DOMPMP, Staff enlisted Stantec to conduct a comprehensive parking study of all public and private on- and off-street parking spaces within the Downtown, resulting in the Downtown Parking Study (Attachment E). The Study accounts for the parking utilization at peak demand versus the occupancy and land uses within the Downtown area. With this information, Planning and Traffic Engineering Staff are recommending reductions to the parking requirements to suit the actual/observed demand and also determine a blended rate for all commercial uses.

The report notes a total of 3,644 parking spaces provided within the study area: 1,020 on-street spaces and 2,624 off-street spaces (942 of which are private versus 1,682 public). The parking study also surveyed the use of these spaces between 7:00 a.m. and 9:00 p.m., on Thursday, Friday, and Saturday in September 2017 and June 2018. The occupancy counts determined that peak occupancy of just 57% occurs on Thursday, between 11:00 a.m. and 12:00 p.m. At this time, 1,591 of the 3,644 available spaces in the downtown parking supply were vacant. The recommended parking strategy will reduce the off-street parking requirements to account for the existing surplus and implement an “in-lieu” fee payment option to maintain and improve the public parking inventory. Harris & Associates has been retained to prepare the in-lieu fee study. Staff is finalizing the initial recommendation for the fee amount and expects this will be integrated into the Project prior to the City Council hearing, which is tentatively scheduled for July. The following off-street parking rates and options for in-lieu payment are proposed with The Downtown Code, based on the findings of the study regarding the availability of 1,591 parking spaces at peak demand:

Table 1: Summary of Proposed Off-Street Parking and Application of In-Lieu Fee

Use	Parking Required	In-Lieu Availability
Commercial (all)	Minimum 1 space per 1,000 square feet	Minimum 50% of required parking to be provided via in-lieu fee.
Residential -	DT-C and DT-G:	DT-C and DT-G:

Multi-Family (shared parking in an open structure)	minimum 0.5 spaces per unit, maximum 1.65 spaces per unit. DT-E: minimum 1.65 spaces per unit.	Projects providing 0.5- .99 parking spaces per unit pay in-lieu fee. 1- 1.65 spaces do not require payment of in- lieu fee. DT-E: Project providing less than 1.65 spaces per unit pay in-lieu fee.
Residential (individual garages provided for each unit)	No change to current standard OCC 16- 622(F), Residential	N/A

The maximum residential and commercial development intensity will be regulated for the overall Downtown area, rather than a per-lot basis. With the inclusion of form-based development standards, the density of a project is no longer the primary factor driving the size and massing of a building. Currently, the maximum residential density permitted downtown is 39 units per acre and a dwelling unit must provide a minimum of 450 square feet. In order to encourage flexible housing opportunities, dense, infill and transit-oriented development opportunities, the minimum dwelling size is proposed to be removed and the density limitation will not be applied to individual properties. Instead, development intensity and projects are modeled for the Downtown district as a whole through the environmental review process. This capacity analysis is outlined in Addendum No. 5 to the 2030 General Plan Program EIR (Attachment F) and projects reasonable buildout to 2030. Foreseeable development is projected to include 481,300 square feet (gross) non-residential and 1,118 residential units. A summary of the existing and anticipated development included within Addendum No. 5 is provided below:

Reasonably Foreseeable Development to 2030

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

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

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

*** North and South Plaza project

The Downtown Code incorporates a streamlined permit and review process. Numerous existing plans and studies of Downtown emphasize the need for a streamlined permit process in order to encourage revitalization. The proposed Downtown Code is explicit regarding requirements to develop high-quality development. Because these standards are so clearly stated, the proposed permit process will enable fast-tracked development review. The permit process is outlined on Table 16-146 of The Downtown Code. Unless a subdivision map or density bonus are proposed, the majority of new development would be subject to the approval of the Community Development Director. The Director is also provided with the ability to approve modifications to the provisions of The Downtown Code via Section 16-146.2 Director Interpretations - for greater flexibility and the consideration of unique circumstances. The Director may refer projects requesting an interpretation to the Downtown Design Review Committee (DDRC) or Planning Commission at his/her discretion to review the need for the interpretation.

Currently, the Downtown Design Review Committee (DDRC), a Council-appointed citizen advisory group, provides design review and a recommendation to the Planning Manager for new projects. Pursuant to recommendations provided by the Community Planning Assistance Team (CPAT) in a May 21, 2018 report (Downtown Oxnard Action Priorities), the proposed role of the DDRC would be limited to review of projects that do not conform to the design requirements of The Downtown Code and/or projects that

involve requests for variances. The Community Development Director may also refer projects to the DDRC.

5) General Plan Consistency: The proposed actions are consistent with a number of existing goals and policies included in the 2030 General Plan. Consistency with the 2030 General Plan is defined by the relationship between 2030 General Plan policies and the proposed Project. The three consistency classification levels are:

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

POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
CD-1.1	I	Land Use Map	The Downtown Code and related actions will update the Land Use Map to designate the location and extent of each land use within the Downtown area.
CD-1.2	I	Infill Development, Priority to Mixed-Use	The Downtown Code enables and prioritizes high-density, mixed-use infill development within the Downtown.
CD-1.3	I	Redevelopment to Mixed-Use	The Downtown Code promotes the renovation and adaptive reuse of existing buildings.
CD-1.4	I	Transportation Choices	The Downtown Code emphasizes high-density and high-quality development near existing transit hubs, providing residents and businesses with a variety of transportation choices.
CD-1.5	I	Housing Variety	The Downtown Code promotes a variety of housing types, densities, and forms.
CD-1.7	I	Compact Development	The Downtown Code promotes the use of development patterns that are more compactly built and use space in an efficient aesthetic manner as part of the community vision.
CD-1.9	I	Commute Reduction	The Downtown Code implements measures that will minimize the commuting distances between residential concentrations and employment centers by encouraging the development of mixed-use land areas in appropriate areas, including the Oxnard Transportation Center.
CD-2.1	I	Zoning and General Plan Consistency	The Downtown Code includes amendments to zoning regulations to ensure consistency with the amended 2030 General Plan.
CD-3.1	I	Neighborhood Preservation	The Downtown Code includes the Downtown Edge Zone and other measures intended to protect existing residential neighborhoods from the encroachment of incompatible activities and land uses.

CD-3.3	I	Innovative Redevelopment	The Downtown Code incorporates design flexibility, a range of residential densities, the use of alternative development standards, development designs, and planning techniques.
CD-4.2	I	Commercial Revitalization and Redevelopment	The Downtown Code encourages and incentivizes the beautification, revitalization and appropriate reuse of existing commercial buildings.
CD-4.3	I	Urban Village Program and Height Overlay	The Downtown Code implements the height overlay district within the Downtown and reverts the DETOD Urban Village General Plan designation to accommodate feasible land uses.
CD-4.5	I	Commercial Signage	The Downtown Code includes provisions to encourage the development of high-quality commercial signage.
CD-9.6	I	High-Rise Development	The Downtown Code provides for high-rise development opportunities in a manner that mitigates and minimizes potential impacts on adjacent neighborhoods.
CD-10.1	I	Human-Scale Development	The Downtown Code is designed to require development on a human-scale by emphasizing the pedestrian experience over the movement and storage of vehicles.
CD-16.5	I	Industrial and Commercial Development Standards	The Downtown Code establishes high-quality development standards that encourage the efficient use of commercial development areas.
CD-16.6	I	Provide for Diversity of Housing Choices	The Downtown Code accommodates a range of residential development, including single-family residential through high-rise, high-density efficiency units.
CD-16.7	I	Flexibility in Regulation Implementation	The Downtown Code incorporates appropriate flexibility for existing and future development to respond to changing market conditions.
ICS-7.3	I	Travel Demand Management (TDM) Development Patterns	The Downtown Code promotes compact, mixed-use development patterns that compliment and encourage TDM programs, pedestrian and bicycle travel and transit use.
ICS-8.5	I	Public Sidewalks and Pedestrian Orientation	The Downtown Code includes provisions for new development of parklets, outdoor dining, and enhanced street frontage that will improve the pedestrian environment along public sidewalks.
ICS-9.2	I	Development Has Adequate Parking	The Downtown Code includes measures such as shared parking and an in-lieu fee for off-site parking to ensure adverse parking impacts are minimized or avoided.
ICS-9.4	I	Monitoring of Parking Conditions and Revise Regulations	The Downtown Code implements off-street parking requirements specific to the Downtown that are designed based on a survey of actual supply and demand.
ICS-10.2	I	Oxnard Airport Compatible Land Use	The Downtown Code was developed in coordination with the Ventura County Department of Airports to ensure that development and land use is compatible with Oxnard Airport.
ER9.1	I	Enhance Historic Character	The Downtown Code enhances the historic character and visual amenities of the City's Downtown Core and Henry T. Oxnard

			Historic Districts.
ER-9.2	I	Enhance Neighborhood Diversity	The Downtown Code includes provisions intended to enhance neighborhood diversity and reinforce the desirable elements of neighborhood character and quality through the incorporation of design guidelines, use of landscape materials, and encouraging new development to integrate historical and culturally significant elements into proposed projects.
ER-9.4	I	Human Scale Development	The Downtown Code includes provisions to ensure that all new development emphasizes a human, pedestrian scale.
G-5.7	I	Promote Infill Development	The Downtown Code includes flexible development standards designed to complement existing funding sources in order to promote quality residential infill development.
CD-11.3	II	Protect and Enhance Cultural Resources	The Downtown Code incorporates review by the Oxnard Cultural Heritage Board of development on historic and potentially historic properties.
CD-11.4	II	Incorporate Historic Features	The Downtown Code incorporates review by the Oxnard Cultural Heritage Board of development on historic and potentially historic properties.
CD-9.2	II	Revitalization and Redevelopment	The Downtown Code incentivizes development and thereby will encourage the revitalization of blighted residential and commercial properties.
ALL OTHERS	III	All policies not listed above	No or Distant Applicability to the Proposed Project.

6) Environmental Determination: The City of Oxnard is designated as the Lead Agency for purposes of environmental review under the California Environmental Quality Act (CEQA). Pursuant to CEQA, environmental impacts related to the buildout of the existing Central Business District and adjacent areas were previously analyzed by the certified City of Oxnard 2030 General Plan Program Environmental Impact Report (the “Program EIR”) (State Clearinghouse No. 2007041024). The Program EIR is a type of Environmental Impact Report (CEQA Guidelines Section 15168) for large-scale, long-term projects where detailed development characteristics, timing, and locations are not known. Instead, the Program EIR cites one or more 2030 General Plan policies that direct the City to avoid and/or minimize significant environmental impacts, usually through application of uniformly applied development review and standards and/or subsequent site-specific CEQA review and mitigations, if warranted. An addendum to the Program EIR may be prepared if none of the conditions which call for the preparation of a subsequent or supplemental EIR described in CEQA Guidelines Sections 15162 and 15164 are present.

Staff determined that none of the CEQA Sections 15162 and 15164 ‘triggers’ are present and prepared Addendum No. 5 to the 2030 General Plan Program EIR (Attachment E) to document how potential environmental impacts associated with adoption of The Downtown Code were analyzed by the 2030 General Plan Program EIR. For the purposes of preparing the addendum, an existing plus reasonably foreseeable development under the proposed Downtown Code project description, within the boundaries of the Downtown and Downtown-Edge General Plan land use designations, is 2,284 residential units and 3,025,370 gross square feet (gsf) of non-residential commercial and civic development. Addendum No. 5 compares this projected buildout to the previously-analyzed projected buildout of the existing Central Business District and adjacent areas which was analyzed within the Program EIR. The comparison of existing development and buildout to projected

additional (net) development under the proposed Downtown Code results in 1,100 new housing units and 481,000 gsf of commercial and civic development. This estimate is less than the development allowed under the existing Central Business District and adjacent area zoning.

Addendum No. 5 documents that potential environmental impacts associated with development pursuant to The Downtown Code are within the envelope and consistent with the environmental analyses and findings contained in the Program EIR. Therefore, pursuant to CEQA Section 15183, no additional environmental review is required and Staff recommends that the City Council adopt Addendum No. 5 to the 2030 General Plan Program Environmental Impact Report. Pursuant to CEQA Guidelines Section 15164(c), an EIR addendum does not have to be separately circulated prior to consideration by the Planning Commission and City Council action.

- 7) **Community Outreach and Public Input:** Staff has taken steps to ensure transparency and public participation during the course of this project. First, The Downtown Code implements recommendations provided during a variety of community outreach efforts, including the CNU Vision Plan charette meetings. Staff also held outreach meetings with key property owners, potential developers, and transit providers as the draft was prepared.

Drafts of the Code, related information, and a meeting schedule has been made available at www.oxnard.org/downtown. Staff has hosted this website since the first public draft was received on December 7, 2018. The second and current draft was published on May 15, 2019. Updates regarding key meetings and new drafts have been pushed out via e-mail to developers, community partners, and other stakeholders.

Staff also organized several outreach meetings to provide an overview of the Code and solicit feedback. These are outlined below:

- December 10, 2018 - Oxnard Chamber of Commerce
- December 13, 2018 - Downtown Design Review Committee
- December 17, 2018 - Community Workshop
- December 20, 2018 - Downtown Improvement Task Force
- January 10, 2019 - Oxnard Community Planning Group
- January 22 and April 9, 2019 - Housing and Economic Development Committee

In addition to the general outreach described above, Staff has met individually with numerous architects, developers, and land owners. There is a great deal of interest in the proposed Downtown Code and the community response has been overwhelmingly favorable. Several developers are currently designing projects to the draft code in anticipation of it's adoption. Of note, Dr. Mark Di Cecco of Di Cecco Architecture provided a memo with some technical comments on May 16, 2019 (Attachment G). Staff concurs with Dr. Di Cecco's recommendations and, if agreeable to the Planning Commission, will work with Sargent Town Planning to implement these refinements to the Code prior to the City Council hearing.

- 8) **Next Steps:** The Planning Commission's action on this matter is advisory to the City Council. The Planning Commission's recommendation will be forwarded to the City

Council for consideration. Planning Staff has tentatively scheduled this item for consideration at the July 2, 2019 City Council meeting.

Attachments:

- A. Draft Resolution - General Plan Amendment
- B. Draft Resolution - Zone Text Amendment
- C. Draft Resolution - Zone Change
- D. Downtown East Transit-Oriented District (DETOD) Feasibility Report
- E. Downtown Parking Study
- F. Addendum No. 5 to the 2030 General Plan Program Environmental Impact Report
- G. May 16, 2019 E-Mail from Architect Mark Di Cecco

ATTACHMENT "A"

Draft Resolution – General Plan Amendment

RESOLUTION NO. 2019- [PZ 18-620-01]

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING THAT THE CITY COUNCIL ADOPT AN AMENDMENT TO THE 2030 GENERAL PLAN, GOALS AND POLICIES DOCUMENT AMENDING FIGURE 3-1, LAND USE MAP; MODIFY POLICIES THAT COLLECTIVELY INCORPORATE THE COMPREHENSIVE DOWNTOWN CODE; AND IMPLEMENT POLICY CD-7.1(2) BY DELETING THE DOWNTOWN EAST TRANSIT ORIENTED DISTRICT (DETOD) LAND USE DESIGNATION. FILED BY CITY OF OXNARD, COMMUNITY DEVELOPMENT DEPARTMENT, 214 SOUTH C STREET, OXNARD, CA 93030.

WHEREAS, Government Code Section 65300 requires each legislative body and planning agency to prepare and adopt a comprehensive, long-term general plan for the physical development of the city; and

WHEREAS, the City of Oxnard 2030 General Plan was adopted on October 11, 2011; and

WHEREAS, the operative documents of the Oxnard 2030 General Plan consist of the (1) Background Report, (2) Goals and Policies, which include the separately bound 2013-2021 Mid-Cycle Housing Element; and

WHEREAS, the City has prepared a comprehensive “Downtown Code” document dated May 16, 2019, that amends land use designations, regulations and development standards, and introduces design guidelines for the downtown and areas immediately adjacent to the north and west of downtown to enhance the quality of life; public health, safety, and welfare; and development opportunities; and

WHEREAS, proposed Planning and Zoning (PZ) Permits Nos. 18-620-01, General Plan Amendment, 18-580-01, Zone Text Amendment, and 18-570-02, Zone Change, collectively and, with concurrent adoption, comprehensively amend the 2030 General Plan, Goals and Policies Central Business District (CBD) land use designation and related policies, uses and development standards; and

WHEREAS, the City is implementing Policy CD-7.1(2) by deleting the Downtown East Transit Oriented District (DETOD) policy and changing the DETOD-designated area to its previous 2020 General Plan land use designations of Central Business District, Central Industrial Area, and Light Industrial, and amends the Land Use Map designations related to the DETOD; and

WHEREAS, PZ No. 18-620-01, General Plan Amendment, replaces the CBD and DETOD and other land use designations with either previous land use designations in the case of DETOD, or the newly established land use designation of “Downtown” and “Downtown Edge” as shown in Attachment “A”, Exhibit “A”; and

WHEREAS, related text changes within the 2030 General Plan Goals and Policies document are depicted in Attachment “A”, Exhibit “B” with the strike-out for deleted text and underline for inserted text format; and

WHEREAS, each portion of the proposed General Plan Amendment PZ No. 18-620-01 is fully set

forth in the staff report to this matter, and each portion is incorporated by reference; and

WHEREAS, the 2030 General Plan Final Program Environmental Impact Report (PEIR) was presented to the City Council at a public hearing on February 2, 2010, following which the City Council adopted certification Resolution No.13,770 in accordance with Section 15090 of the State California Environmental Quality Act (CEQA) Guidelines that the Final PEIR was completed in accordance with CEQA, and reflects the independent judgment and analysis of the City; and

WHEREAS, the documents and other material that constitute the record of proceedings upon which the 2030 General Plan, Final PEIR, and Statement of Overriding Considerations and Findings of Fact are located in the Planning Division, and the custodian of the record is the Planning Manager; and

WHEREAS, the City prepared Addendum No. 5 to the 2030 General Plan Final EIR for the 2030 General Plan consistent with State CEQA Guidelines Section 15164; and Addendum No. 5 provides an independent basis for finding that CEQA does not require further environmental review of General Plan Amendment PZ No. 18-620-01; and

WHEREAS, the Planning Commission has held a public hearing and received and reviewed written and oral comments related to proposed General Plan Amendment PZ No. 18-620-01 and the Planning Commission finds after due study and deliberation that the public interest and general welfare require the adoption of General Plan Amendment No. 18-620-01.

NOW, THEREFORE, the Planning Commission of the City of Oxnard:

1. For the above stated reasons, and the reasons set forth in the staff report, finds that the proposed amendment will not result in any new significant environmental impacts that were not addressed in the 2030 General Plan Final PEIR, will not increase the severity of any previously identified impacts, and is exempt from CEQA under Guidelines section 15061(c)(3).
2. Recommends that the City Council adopt General Plan Amendment PZ No. 18-620-01.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 6th day of June, 2019, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

RECUSED: Commissioners:

Vincent Stewart, Chair

ATTEST:

Douglas Spondello, Secretary

ATTACHMENT A

RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OXNARD AMENDING THE 2030 GENERAL PLAN, GOALS AND POLICIES DOCUMENT, AMENDING FIGURE 3-1, LAND USE MAP; MODIFYING RELATED POLICIES THAT COLLECTIVELY ADOPT THE COMPREHENSIVE DOWNTOWN CODE; AND IMPLEMENTING POLICY CD-7.1(2) BY DELETING THE DOWNTOWN EAST TRANSIT ORIENTED DISTRICT (DETOD) LAND USE. FILED BY CITY OF OXNARD, PLANNING DIVISION, 214 SOUTH C STREET, OXNARD, CA, 93030.

WHEREAS, Government Code Section 65300 requires each legislative body and planning agency to prepare and adopt a comprehensive, long-term general plan for the physical development of the city; and

WHEREAS, the City of Oxnard 2030 General Plan was adopted on October 11, 2011; and

WHEREAS, the operative documents of the Oxnard 2030 General Plan consist of the (1) Background Report, (2) Goals and Policies, which include the separately bound 2013-2021 Mid-Cycle Housing Element; and

WHEREAS, the City has prepared a comprehensive “Downtown Code” document dated May 16, 2019 to amend land use designations, regulations and development standards, and introduces design guidelines for the downtown and areas immediately adjacent to the north and west of downtown to enhance the quality of life; public health, safety, and welfare; and development opportunities; and

WHEREAS, proposed Planning and Zoning (PZ) Permits Nos. 18-620-01, General Plan Amendment, 18-580-01, Zone Text Amendment, and 18-570-02, Zone Change collectively and, with concurrent adoption, comprehensively amend the 2030 General Plan, Goals and Policies Central Business District (CBD) land use designation and related policies, uses and development standards; and

WHEREAS, the City is implementing Policy CD-7.1(2) by deleting the Downtown East Transit Oriented District (DETOD) policy and changing the DETOD-designated area to its previous 2020 General Plan land use designations of Central Business District, Central Industrial Area, and Light Industrial, and amends the Land Use Map designations related to the DETOD; and

WHEREAS, PZ No. 18-620-01, General Plan Amendment replaces the CBD and DETOD and other land use designations with either previous land use designations in the case of DETOD, or the newly established land use designation of “Downtown” and “Downtown Edge” as shown in Attachment “A”, Exhibit “A”; and

WHEREAS, related text changes within the 2030 General Plan Goals and Policies document

are depicted in Attachment “A”, Exhibit “B” with the strike-out for deleted text and underline for inserted text format; and

WHEREAS, each portion of the proposed General Plan Amendment PZ No. 18-620-01 is fully set forth in the staff report to this matter, and each portion is incorporated by reference; and

WHEREAS, the 2030 General Plan Final Program Environmental Impact Report (PEIR) was presented to the City Council at a public hearing on February 2, 2010, following which the City Council adopted certification Resolution No.13,770 in accordance with Section 15090 of the State California Environmental Quality Act (CEQA) Guidelines that the Final PEIR was completed in accordance with CEQA, and reflects the independent judgment and analysis of the City; and

WHEREAS, the documents and other material that constitute the record of proceedings upon which the 2030 General Plan, Final PEIR, and Statement of Overriding Considerations and Findings of Fact are located in the Planning Division, and the custodian of the record is the Planning Manager; and

WHEREAS, the City prepared Addendum No. 5 to the 2030 General Plan Final EIR for the 2030 General Plan consistent with State CEQA Guidelines Section 15164; and Addendum No. 5 provides an independent basis for finding that CEQA does not require further environmental review of General Plan Amendment PZ No. 18-620-01; and

WHEREAS, the Planning Commission held a public hearing and received and reviewed written and oral comments related to proposed General Plan Amendment PZ No. 18-620-01 and the Planning Commission recommended that the City Council adopt proposed General Plan Amendment PZ No. 18-620-01.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Oxnard hereby amends the 2030 General Plan Land as shown in Exhibits “A” and “B” attached hereto and incorporated herein by reference.

The foregoing Resolution was adopted at a regular meeting of the City Council of the City of Oxnard, State of California, held on the ____day of _____, 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Tim Flynn, Mayor

ATTEST:

APPROVED AS TO FORM:

Resolution No.
PZ No. 18-620-01 (General Plan Amendment)
June 6, 2019
Page 5

Michelle Ascension, City Clerk

Stephen M. Fischer, City Attorney

EXHIBIT "A"

Changes to Goals and Policies, Figure 3.1, Land Use Map (excerpt)

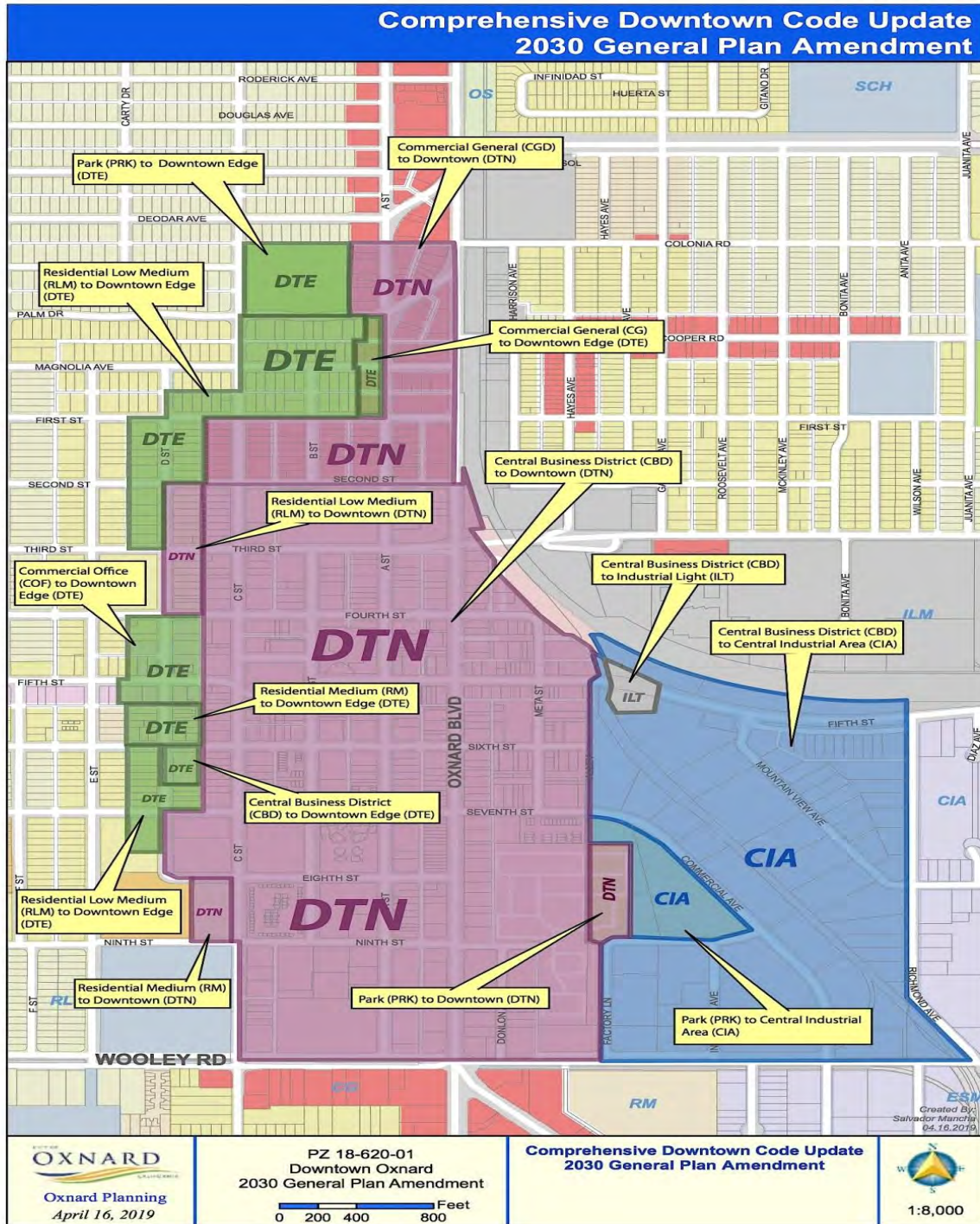


EXHIBIT "B"

Goals and Policies Text Changes

Several large undeveloped areas were left within the Oxnard CURB that either have developed or are likely to fully develop by 2030. Once these within-CURB areas are developed, additional development would have to be largely redevelopment within the CURB or by amending and expanding the CURB with voter approval.

Proposed land use changes and related regulations that directly or indirectly affect properties and/or activities in the Oxnard Coastal Zone may be subject to the Local Coastal Program (LCP) and may not be effective until certified by the California Coastal Commission.

The 2030 General Plan has ~~four~~ three major themes: 1) development within the CURB anticipated by the 2020 General Plan, 2) development or reinvestment within CURB with an “urban village” concept, ~~3) transition of the area south of the Oxnard Transit Center from industrial to mixed use (Downtown East Transit Oriented District), if feasibility studies support the concept,~~ and 4) participation in the restoration of the Ormond Beach wetlands. The urban villages would incorporate private and public redevelopment, mixed land uses, affordable and workforce housing, and transit connectivity and are intended to be a key strategy for meeting GHG emission reduction targets and implementing the Southern California Association of Governments regional Sustainable Community Strategy (SB 375). The Urban Village theme replaces the 2020 General Plan Infill Area and Major Study Areas approach.

This chapter replaces and augments the Growth Management, Land Use, Economic Development, and Community Design elements of the 2020 General Plan.

3.2 Key Terms

The following are key terms used in this chapter:

~~**Downtown East Transit Oriented District (DETOD).** An approximately 100-acre area generally bordered by Oxnard Boulevard, the Oxnard Transit Center and Fifth Street, Richmond Avenue, and Wooley Road.~~

Downtown. The area generally bordered by Second Street, Oxnard Boulevard, Wooley Road, and C Street.

Downtown Edge. The area generally along both sides of D Street between Eighth Street to First Street and between Second Street, C Street, Colonia Road, and Oxnard Boulevard.

Floor Area Ratio (FAR). A floor area ratio is often used to describe the intensity of commercial, office, and industrial land usage. The FAR is a ratio created by dividing the total gross square footage of the building by the net square footage of the lot. FAR is a macro-level tool used to estimate traffic generation and municipal service demand and is not intended to be used as a strict development standard.

Gross Acreage. The total area of a development site expressed in acres, usually including the area to be devoted to streets.

Net Acreage. The gross area less the area required for roadway or other dedication to public use.

Height Overlay District. A designation in addition to other land use classifications with supplemental regulations that may modify the underlying designation and/ or introduce additional height regulations.

Live/Work. A residential unit, part of which may be used as an accessory commercial use by the occupant.

Local Coastal Program (LCP). Two documents, Coastal Land Use Plan and Coastal Zoning (Chapter 17 of the City Code), apply in selected regulatory areas in the Coastal Zone and are subject to the Coastal Act and certification and review by the Coastal Commission.

Mixed Use. Mixed-use development incorporates a range and variety of uses within a single development site, for example, retail, residential and business.

SOAR. Save Open Space and Agricultural Resources (SOAR). An uncodified ordinance adopted November 3, 1998 that created a City Urban Restriction Boundary (CURB) around the City until December 31, 2020.

Urban Village. A mix of transit and pedestrian oriented residential, commercial, and/or other uses, with a sense of place and identity.

Work/Live. A commercial or industrial use that includes a small apartment for optional residential use by the business owner or employee.

Zoning. Zoning is the division of a jurisdiction into districts (zones) within which permissible uses are prescribed and development standards are defined. Zoning is the principal tool for implementing the goals and policies of the general plan by translating land use categories and standards into regulations.

3.5 Land Use Designations and Standards

Land Use Designations

State planning law requires general plans to establish land use designations (Government Code 65302[a]). The 2030 General Plan establishes new land use designations as follows:

Downtown
Downtown Edge
Medium-High Density Residential
Height Overlay District
Urban Village
Mobile Home Park
Heavy Industrial

The following 2020 General Plan land use designations are discontinued:

Central Business District
Rural Residential
Very Low Density Residential
Mobile Home 1
Mobile Home 2
Factory Built
Specialized Commercial
Open Space Buffer
Mineral Resources
Mixed Use Overlay

As a result of the above additions and deletions, the following 30~~1~~ uses are established by the 2030 General Plan:

Residential

1. Low
2. Low-Medium
3. Medium
4. Medium-High
5. High
6. Mobile Home Park

Commercial

1. Convenience
2. Neighborhood
3. Community
4. General
5. Regional

- | | | |
|-------------------------|-----|-----------------------------------|
| | 7. | <u>Downtown</u> |
| | 8. | <u>Downtown Edge</u> |
| <i>Industrial</i> | | |
| | 1. | Limited |
| | 2. | Light |
| | 3. | Heavy |
| | 4. | Central Industrial Area |
| | 5. | Business Research Park |
| | 6. | Public Utility/Energy Facility |
| <i>Open Space/Other</i> | | |
| | 1. | Park |
| | 2. | Resource Protection (non-coastal) |
| | 3. | Open Space |
| | 4. | Planning Reserve |
| | 5. | Easement |
| | 6. | Airport Compatible |
| | 7. | Agriculture |
| | 8. | School |
| | 9. | Public/Semi-Public |
| | 10. | Urban Village |
| | 11. | Height Overlay |

Table 1-3 in Chapter 1, Specific Plans as of September 2011, lists adopted and proposed specific plans that augment the 2030 General Plan within their respective specified geographic areas. Specific plans may allow variation in uses and development standards compared to the General Plan and/or Zoning Code. Adopted specific plans are incorporated by reference.

The Oxnard LCP land use designations are included for reference purposes and land use changes in the Coastal Zone indicate legislative intent but are not effective until and unless certified by the California Coastal Commission.

- | | |
|-----|--|
| 1. | Residential Existing |
| 2. | Residential High Density |
| 3. | Planned Unit Development Residential |
| 4. | Mixed Use |
| 5. | Mobile Home Park Coastal |
| 6. | Harbor Channel Islands |
| 7. | Visitor Serving Commercial |
| 8. | Recreation Area |
| 9. | Resource Protection (Coastal) |
| 10. | Public Facility |
| 11. | Industrial Priority to Coastal Dependent |
| 12. | Energy Facility |

The 2030 General Plan Land Use Map includes the following descriptive land use designations within the unincorporated Planning Area:

- | | |
|----|----------------------------|
| 1. | Ventura County |
| 2. | Pt. Mugu Naval Air Station |

General. [FAR is 0.35:1] Retail centers and free-standing commercial uses along arterials, may also include office, residential uses up to 18 dwelling units per acre, live/work, work/live, and mixed uses.

Regional. [FAR is 0.60:1] Major multi-tenant shopping centers that may include offices, hotels, and other services. Residential, live/work, work/live, and mixed uses are strongly

encouraged.

Office. [FAR is 0.60:1.] Located along arterials and between arterials or retail commercial uses and residential areas. Limited related retail and service uses and work/live may be allowed.

Central Business District (CBD). ~~[FAR is 1.5:1 with the exception of office uses which may not exceed 3:1.] Retail and office uses in the downtown area. Special architectural and site design guidelines apply. Residential up to 39 dwelling units per acre, live/work, work/live, and mixed uses are strongly encouraged.~~

Downtown (DT). Retail, commercial, government, and residential uses in the urban context of the downtown area, regulated by form-based development and performance standards to encourage pedestrian-oriented design, diverse and high-quality housing choices, and transit utilization.

Downtown Edge (DT-E). [18 units per acre] Predominantly residential uses to the north and west of the Downtown that transitions the Downtown to lower-density neighborhoods.

INDUSTRIAL

Limited. [FAR is 0.45:1] Light manufacturing, assembly, work/live, and warehousing uses developed to high performance and development standards. All activity occurs within buildings with the exception of incidental outdoor uses.

Light. [FAR is 0.45:1 for manufacturing, 0.60:1 for warehousing] Manufacturing uses where the principal activity occurs within a building, but also permits outdoor assembly, fabrication, work/live, public services, and storage. Uses must follow high development and performance standards. Wholesale and retail sales and services related to the principal uses permitted.

Heavy. [FAR is 0.45:1] Industrial uses that are primarily outdoor and/or within specialized structures that may involve transportation, storage, or use of hazardous materials. Public services permitted.

Central Industrial Area. [Maximum FAR is 0.45:1] Also referred to as Heavy Industrial. The Central Industrial Area is characterized by uses which often involve outdoor use and storage. Agricultural processing and vehicle and equipment storage and repair predominate in this area. In order to be compatible with the adjacent ~~CBD~~ Downtown and redevelopment plans, higher development standards may be applied to new uses and the rehabilitation of existing uses. Public services permitted.

Table 3.2: General Plan/Zoning Consistency

General Plan Land Use Designation (non -Coastal Zone)	Zone Designation	Live / Work	Work / Live	Mixed Use	Height Overlay
Residential					
Low	R-1	No	No	No	No
Low-Medium	R-2	No	No	No	No
Medium	R-3	Yes	No	No	Yes
Medium-High	R-4	Yes	No	No	Yes
High	R-5	Yes	No	No	Yes
Mobile Home Park	MH	No	No	No	No
Commercial					
General	C-2, C-M	Yes	Yes	Yes	Yes
Convenience	C-1	Yes	No	No	Yes
Neighborhood	C-2	Yes	Yes	Yes	Yes
Community	C-2	Yes	Yes	Yes	Yes
Regional	C-2	Yes	Yes	Yes	Yes
Central Business District	CBD	Yes	Yes	Yes	Yes
<u>Downtown</u>	<u>DT-C, DT-G</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
<u>Downtown Edge</u>	<u>DT-E</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
Office	CO	Yes	Yes	Yes	Yes
Industrial					
Business/Research Park	BRP	No	No	No	Yes
Limited	ML, BRP	Yes	Yes	No	Yes
Light	M-1, C-M	No	Yes	No	Yes
Heavy	M-2	No	No	No	No
Central Industrial Area	M-2	No	No	No	Yes
Public Utility/Energy Facility	M-2	No	No	No	Yes
Open Space/Other					
Agriculture	C-R, M-1, M-2	No	Yes	No	No
Open Space	C-R	No	No	No	No
Resource Protection (non-coastal)	C-R	No	No	No	No
Park	C-R	No	No	No	Yes
Planning Reserve	R-P	No	No	No	No
Public/Semi Public	Varies	No	No	No	Yes
Airport Compatible	Varies	No	No	No	No
Urban Village	Specific, Strategic, or Harbor Public Works Plan	Yes	Yes	Yes	Yes
School	C-R	No	Yes	Yes	Yes
Easement	ES	No	No	No	No
Height Overlay District	All zones except R-1, R-2, MH, or as listed herein				
Page 3-19 to 3-21					

Resolution No.

PZ No. 18-620-01 (General Plan Amendment)

June 6, 2019

Page 13

ATTACHMENT "B"

Draft Resolution – Zone Text Amendment

RESOLUTION NO. 2019- [PZ 18-580-01]

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING THAT THE CITY COUNCIL ADOPT AN AMENDMENT TO CHAPTER 16, ARTICLE III, DIVISION 10 OF THE OXNARD CITY CODE (OCC) REVOKING AND REPLACING THE CENTRAL BUSINESS DISTRICT ZONE, SECTIONS 16-145 TO 16-155, INCLUSIVE, WITH THE DOWNTOWN CODE. FILED BY CITY OF OXNARD, COMMUNITY DEVELOPMENT DEPARTMENT, 214 SOUTH C STREET, OXNARD, CA, 93030.

WHEREAS, Government Code Section 65300 requires each legislative body and planning agency to prepare and adopt a comprehensive, long-term general plan for the physical development of the city; and

WHEREAS, the City of Oxnard 2030 General Plan was adopted on October 11, 2011; and

WHEREAS, the operative documents of the Oxnard 2030 General Plan consist of the (1) Background Report and (2) Goals and Policies, which includes the separately bound 2013-2021 Mid-Cycle Housing Element; and

WHEREAS, the City has prepared a comprehensive “Downtown Code” document dated May 16, 2019 to amend land use designations, regulations and development standards, and introduces design guidelines for the downtown and areas immediately adjacent to the north and west of downtown to enhance the quality of life; public health, safety, and welfare; and development opportunities; and

WHEREAS, the proposed Planning and Zoning (PZ) Permits Nos. 18-620-01, General Plan Amendment, 18-580-01, Zone Text Amendment, and 18-570-02, Zone Change, collectively and, with concurrent adoption, comprehensively amend the Central Business District (CBD) land use designation and related policies, uses and development standards; and

WHEREAS, PZ No. 18-580-01, Zone Text Amendment (ZTA), is intended to replace in its entirety OCC “CBD” Sections 16-145 to 16-155, inclusive, with a comprehensive revision entitled the “Downtown Code” included as Exhibit “A” of Attachment “A”; and

WHEREAS, the 2030 General Plan Final Program Environmental Impact Report (PEIR) was presented to the City Council at a public hearing on February 2, 2010, following which the City Council adopted certification Resolution No.13,770 in accordance with Section 15090 of the State California Environmental Quality Act (CEQA) Guidelines that the Final PEIR was completed in accordance with CEQA, and reflects the independent judgment and analysis of the City; and

WHEREAS, the documents and other material that constitute the record of proceedings upon which the 2030 General Plan, Final PEIR, and Statement of Overriding Considerations and Findings of Fact are located in the Planning Division, and the custodian of the record is the Planning Manager; and

WHEREAS, the City prepared Addendum No. 5 to the Final EIR for the 2030 General Plan consistent with State CEQA Guidelines Section 15164; and

WHEREAS, Addendum No. 5 provides an independent basis for finding that CEQA does not require further environmental review of Zone Text Amendment PZ No. 18-580-01,

WHEREAS, the Planning Commission has held a public hearing and received and reviewed written and oral comments related to proposed Zone Text Amendment PZ No. 18-580-01; and

WHEREAS, the Planning Commission finds after due study and deliberation that the public interest and general welfare require the adoption of Zone Text Amendment No. 18-580-01.

NOW, THEREFORE, the Planning Commission of the City of Oxnard:

1. For the above stated reasons, and the reasons set forth in the staff report, finds that the proposed zone text amendment will not result in any new significant environmental impacts that were not addressed in the 2030 General Plan Final PEIR, will not increase the severity of any previously identified impacts, and is exempt from CEQA under Guidelines section 15061(c)(3).
2. Recommends that the City Council adopt Zone Text Amendment PZ No. 18-580-01.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 6th day of June, 2019, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

RECUSED: Commissioners:

Vincent Stewart, Chair

ATTEST: _____
Douglas Spondello, Secretary

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD AMENDING OXNARD CITY CODE CHAPTER 16, DIVISION 10, SECTIONS 16-110 TO 16-155, INCLUSIVE, ENTITLED THE "CENTRAL BUSINESS DISTRICT ZONING CODE" WITH SECTIONS OF THE MAY 19, 2019 "DOWNTOWN CODE" DOCUMENT IDENTIFIED AS 16-145 TO 16-157H, INCLUSIVE. FILED BY CITY OF OXNARD, COMMUNITY DEVELOPMENT DEPARTMENT, 214 SOUTH C STREET, OXNARD, CA, 93030.

WHEREAS, Government Code Section 65300 requires each legislative body and planning agency to prepare and adopt a comprehensive, long-term general plan for the physical development of the city; and

WHEREAS, the City of Oxnard 2030 General Plan was adopted on October 11, 2011; and

WHEREAS, the operative documents of the Oxnard 2030 General Plan consist of the (1) Background Report, (2) Goals and Policies, which include the separately bound 2013-2021 Mid-Cycle Housing Element; and

WHEREAS, the City has prepared a comprehensive "Downtown Code" document dated May 16, 2019 to amend land use designations, regulations and development standards, and introduces design guidelines for the downtown and areas immediately adjacent to the north and west of downtown to enhance the quality of life; public health, safety, and welfare; and development opportunities; and

WHEREAS, proposed Planning and Zoning (PZ) Nos. 18-620-01, General Plan Amendment, 18-580-01, Zone Text Amendment, and 18-570-02, Zone Change collectively and, with concurrent adoption, comprehensively amend the 2030 General Plan, Goals and Policies Central Business District (CBD) land use designation and related policies, uses and development standards; and

WHEREAS, the proposed PZ No. 18-580-01, Zone Text Amendment, amends Oxnard City Code Chapter 16, Division 10, Sections 16-110 to 16-155, inclusive, entitled the "Central Business District Zoning Code" as shown in Exhibit "A" hereto attached; and

WHEREAS, the 2030 General Plan Final Program Environmental Impact Report (PEIR) was presented to the City Council at a public hearing on February 2, 2010, following which the City Council adopted certification Resolution No.13,770 in accordance with Section 15090 of the State California Environmental Quality Act (CEQA) Guidelines that the Final PEIR was completed in accordance with CEQA, and reflects the independent judgment and analysis of the City; and

WHEREAS, the documents and other material that constitute the record of proceedings upon which the 2030 General Plan, Final PEIR, and Statement of Overriding Considerations and Findings of Fact are located in the Planning Division, and the custodian of the record is the Planning Manager; and

WHEREAS, the City prepared Addendum No. 5 to the 2030 General Plan Final EIR for the 2030 General Plan consistent with State CEQA Guidelines Section 15164; and Addendum No. 5 provides an independent basis for finding that CEQA does not require further environmental review of General Plan Amendment PZ No. 18-580-01; and

WHEREAS, the Planning Commission held a public hearing and received and reviewed written and oral comments related to proposed General Plan Amendment PZ No. 18-580-01 and the Planning Commission recommended that the City Council adopt proposed General Plan Amendment PZ No. 18-580-01.

The City Council of the City of Oxnard does hereby ordain as follows:

Section 1. Oxnard City Code Chapter 16, Article III, Division 10, Sections 16-110 to 16-155, inclusive, is hereby revoked in its entirety.

Section 2. Oxnard City Code Chapter 16, Article III, Division 10, Sections 16-110 to 16-158B, inclusive, is hereby added to Chapter 16 Division 10 of the Oxnard City Code to read as shown in Exhibit "A" incorporated herein.

Section 3. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid.

Section 4. The City Clerk shall certify to the adoption of this ordinance and shall cause the summary thereof to be published within fifteen (15) calendar days of the adoption and shall post a certified copy of this ordinance, include the vote for and against the same, in the office of the City Clerk, in according with Government Code Section 36933. Ordinance No. ____ was first read on _____, 2019, finally adopted on _____, 2019, to become effective thirty (30) days thereafter.

The foregoing Ordinance was adopted at a regular meeting of the City Council of the City of Oxnard, State of California, held on the _____ day of _____, _____, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Tim Flynn, Mayor

ATTEST:

Michelle Ascencion, City Clerk

APPROVED AS TO FORM:

Stephen M. Fischer, City Attorney

Resolution No.
PZ No. 18-580-01 (Zone Text Amendment)
Page 6

ATTACH MAY 16, 2019 DOWNTOWN CODE PAGES 2 TO END



DOWNTOWN CODE

CITY OF OXNARD | PUBLIC HEARING DRAFT | 16 MAY 2019



Overview of Downtown Code

Article III. Zones, Uses and Requirements

Division 10. Downtown Zones

Part 1: Zones and Standards

16-145	Purpose and Intent.....	2
16-146	Review and Processing.....	5
16-147	Regulating Plan and Zones.....	8
16-148	Allowed Uses.....	24
16-149	Parking Areas and Facilities.....	26
16-150	Private Frontage.....	30
16-151	Public Frontage.....	42
16-152	Private Open Space.....	55
16-153	Public Open Space.....	65
16-154	Signage.....	69

Part 2: Architectural Guidelines

16-155	Architectural Guidelines.....	83
16-156	Building Architecture and Form Guidelines.....	87
16-157	Building Architecture Guidelines.....	112

Part 3: Definitions

16-158	Definitions	129
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Part 1: Zones and Standards

Article III. Zones, Uses and Requirements

Division 10. Downtown Zones

Part 1: Zones and Standards

16-145	Purpose and Intent	
	.1 Purpose.....	2
	.2 Intent	2
16-146	Review and Processing	
	.1 Downtown Design Review Permit.....	5
	.2 Director Interpretations.....	6
16-147	Regulating Plan and Zones	
	.1 Regulating Plan	8
	.2 Establishment of Downtown Zones.....	8
	.3 DT-C Zone.....	12
	.4 DT-G Zone.....	16
	.5 DT-E Zone.....	18
16-148	Allowed Uses.....	24
16-149	Parking Areas and Facilities.....	26
16-150	Private Frontage.....	30
16-151	Public Frontage.....	42
16-152	Private Open Space.....	55
16-153	Public Open Space.....	65
16-154	Signage.....	69

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Zones and Standards



Downtown Edge



Downtown General



Downtown Core

Preamble

This chapter, also referred to as the "Downtown Code" consists of three parts: 1) Zones and Standards, 2) Architectural Guidelines, and 3) Definitions.

Part 1 defines the following three urban environments and specifies standards to generate and maintain the physical character and uses in each environment.

- 1. Downtown Core**
- 2. Downtown General**
- 3. Downtown Edge**

Part 2 provides architectural guidelines for the design of buildings.

This chapter is guided by the following principles:

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

Part 3 provides definitions for terms used in the Downtown Code that are not defined in Section 16-10 of the City Code.

16-145 Purpose and Intent

Sections:

16-145.1	Purpose.....	2
16-145.2	Intent.....	2
	Table 16-145.2.J; Maximum Development Potential.....	3

16-145.1 Purpose

The Downtown Code implements the development and uses of individual lots and buildings in the Downtown to create main street mixed-use areas serving urban neighborhoods of pedestrian-oriented streets with a variety of housing types.

16-145.2 Intent

A. Applicability. The Downtown Code applies to all parcels identified in *Figure 16-147.A* (Zone District Regulating Plan) and a permit is required as identified in *Table 16-145* (Requirement for Downtown Design Review Permit).

All standards of the Downtown Code apply except when stated otherwise, removing the need to state "...as applicable" throughout the standards.

B. Zoning. The Downtown Code replaces the CBD zoning and other existing zoning with three new zones for all property and uses within the Downtown Code boundaries. In the event of overlapping or conflicting requirements, the Downtown Code requirements prevail.

C. Rules of Construction. The following general rules of construction apply to the text of this code:

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.

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.

Terms: Shall, may and should. "Shall" is always, mandatory, and not permissive. "May" is permissive. "Should" is advisory and identifies guidance. The words "includes" and "including" shall mean "including but not limited to..."

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.

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.

D. Standards. The standards consist of the following:

- 1. Regulating Plans (*Figures 16-147.A-C*);
- 2. Allowed Uses (*Table 16-148*);
- 3. Development Standards (*Tables 16-147.3-5*);

E. Existing Requirements. The Downtown Code replaces the CBD Zone (Chapter 16 Article IV, Sections 16-145 through 16-155) and relies on the following existing requirements and procedures of the City Code: Non-Conforming Uses (Chapter 16, Article VI), Airport Hazard Overlay (Chapter 16, Article III, Division 19), Permit Procedures (Article VII). When a term is not defined in Part 3 of the Downtown Code, the definitions in Chapter 16, Article II of the City Code shall be used.

F. Director. Throughout the Downtown Code, "Director" means the Community Development Director or their designee;

- G. Design Guidelines.** Design guidelines are provided 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. Each project is to be reviewed for compliance with the required findings in 16-155.1.B.
- H. Downtown Design Review Permit Required.** One of three types of downtown design review permits is required in compliance with the procedures in 16-146.1 and the City's submittal requirements. The permit is required to systematically plan and review each improvement and building so that the ultimate result throughout downtown is a cohesive whole. In order to facilitate implementation of this requirement, the applicant is required to meet with the Community Development Director, or designee, for pre-submittal coordination.
- I. Development Intensity.** Development in Downtown 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 this code. The maximum amount of new development within downtown is as set forth in the General Plan Environmental Impact Report (GPEIR) and summarized below.
- K. Physical Form and Character.** Downtown's intended physical form and character is based on a variety of characteristics that vary in response to the needs of three unique environments. Each of these environments has been translated into a zoning district (zone). Each zone generates and supports the intended environment, variety of physical characteristics and uses through specific standards and development standards. Key to these characteristics are the topics of walkability, building form and size, and frontage as defined in Chapter 16.10.
- L. Community Benefit Program.** Additional building height may be granted to a project in return for specific community benefits offered by the project proponent, as set forth in Figures 16-147.A, B and C. Such additional height shall be as determined through discussions with the City Director's office, and documented and confirmed through a Development Agreement or Special Use Permit, as identified below, and is subject to review and approval by the Federal Aviation Administration (FAA) per Airport Hazard Overlay (Chapter 16, Article III, Division 19). Any affordable housing proposed as a Community Benefit shall be consistent with the Housing Element of the City's General Plan.
1. Qualifying Community Benefits in the Downtown Core zone (DT-C). Development agreement required.
 - a. Shared parking available to the public (min 50 spaces).
 - b. Public open space at least 25% beyond the requirement in *Table 16-153*, or public facility.
 - c. Affordable housing (min. 10% of the project's units).
 - d. Exceptional architecture, as determined by the City Council.
 - e. Others, as determined by the City Council.

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

Residential	2,284 Units
Non-Residential	3,025,370 Gross SF

2. Qualifying Community Benefits in the Downtown General zone (DT-G). Development agreement required.
 - a. Shared parking available to the public (min 30 spaces).
 - b. Public open space at least 25% beyond the requirement in *Table 16-153*, or public facility.
 - c. Affordable housing (min. 10% of the project's units).
 - d. Exceptional architecture, as determined by the City Council.
 - e. Others, as determined by the City Council.
3. Qualifying Community Benefits in the Downtown Edge zone (DT-E) as determined with the City. Special Use Permit required, subject to the following findings.
 - a. Consistent with and complimentary to development in the vicinity;
 - b. Preserves the privacy and integrity of adjacent development.

M. Downtown Design Review Committee

1. The committee shall consist of five members appointed by the city council by majority vote. One such member shall be a licensed architect, and one such member shall own a business or real property within the downtown zones (DT-C, DT-G, DT-E). All members shall serve at the pleasure of the city council.
2. The committee shall adopt by-laws governing its meetings and procedures. The by-laws shall provide that a quorum of the committee is two members.
3. The committee shall consider applications for a downtown design review permit or special use permit that the Director refers to the committee, and shall make a written recommendation thereon to the Director, stating the reasons for the recommendation. If the committee does not make such a recommendation to the Director within 20 days of the date that the Director referred the application to the committee, the committee will be deemed to have waived making a recommendation, and the Director shall determine the application without taking into consideration a recommendation from the committee.

16-146 Review and Processing

Sections:

16-146.1	Downtown Design Review Permit.....	5
	<i>Table 16-145; Requirements for Planning Permits</i>	5
16-146.2	Director Interpretations.....	7

16-146.1 Downtown Design Review Permit

- A. Intent.** This section is intended to serve the unique needs of the downtown and implement the policy direction to delegate most review and approval authority to the administrative level.
- B. Review Authority for Downtown Design Review Permits.** As required in *Table 16-145*, Downtown Design Review Permits shall be processed for review and approval by the identified review authority.
- C. Application Requirements.** Applications for Downtown Design Review Permits shall be made on forms prescribed by the Director. The applicant shall furnish a description of the property for which the downtown design review permit is sought and a map or site plan showing the exterior boundaries of the area and the building or structure subject to the permit. 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 the application fee set by resolution of the city council.
- D. Initial Review of Application.** Downtown Design Review Permits shall be reviewed as follows:
- 1. Completeness Review.** The Director shall review each application for completeness and accuracy before it is accepted as being complete for processing. In addition to the requirements of the Downtown Code, each application is required to be in compliance with the requirement of the FAA Airport Hazard Overlay (Chapter 16, Article III, Division 19) and the requirements of the Ventura County Cultural Heritage Board.

Requirement for Planning Permits
Table 16-146

Type of Activity	Permit Required	Planning Staff	Director ¹	Planning Commission
Repainting or changing exterior finish	Minor DDR		Decision	
Building improvements (façade, doors, windows, roofing, gutters, screening)	OTC DDR	Decision		
Site improvements (lighting, landscaping, parking areas, trash enclosure, fencing)	Minor DDR		Decision ²	
New sign(s)	OTC DDR	Decision		
Digital Sign	SUP	Recommend	Recommend	Decision ²
Mural	Minor DDR	Recommend	Decision ²	
Change of sign copy	OTC DDR	Decision		
Sidewalk dining and/or parklet	OTC DDR	Decision		
Allowed Variations from Standards	Minor DDR	Recommend	Decision ²	
Addition to building	Minor DDR	Recommend	Decision ²	
New building	Major DDR	Recommend	Decision ²	
New buildings (two or more)	Major DDR	Recommend	Recommend	Decision ²

Key

OTC Over-the-counter Downtown Design Review Permit
 Minor DDR Minor Downtown Design Review Permit
 Major DDR Major Downtown Design Review Permit
 SUP Special Use Permit

Notes

¹ The Community Development Director

² Decision is appealable by the next Review Authority

2. **Notification to applicant.** The applicant shall be informed in writing within 30 calendar days of application submittal or as required by the Government Code, that either the application is complete and has been accepted for processing, or that the application is incomplete and that additional information, specified in writing, shall be provided before it can be accepted for processing.
3. **Environmental information.** Applications that are not consistent with the General Plan and/or this chapter are required to submit additional information for the environmental review of the project as determined by the Director.
4. **Expiration of application.** If the applicant does not complete their application within 90 days after notification that the application is incomplete, the application shall be deemed *withdrawn*, unless an extension is granted by the Director. A letter from the City shall be sent to the applicant documenting the withdrawal. A new application, including fees, plans, exhibits, and other materials that will be required to commence processing of any development project on the same property.
5. **Referral of Application.** At the discretion of the Director, or where otherwise required by this section, state or federal law, any application filed in compliance with this Downtown Code may be referred to any City department or public agency that may be affected by or have an interest in the proposed land use activity.

E. Review and Action. Upon receiving a complete application according to the submittal requirements, the Director shall review the application for a Downtown Design Review Permit pursuant to the applicable requirement of this chapter.

1. **Recommendation for Approval.** If the application is consistent with all applicable standards of the Downtown Code and the findings below, the Director shall approve the application. In approving the application, the Director may apply interpretations of standards per 16.145.2.L and/or apply revisions recommended by the DDRC and conditions not addressed by the standards.
 - a. The project represents high quality urban infill architecture and pedestrian-oriented design;
 - b. The project will improve the human scale urban character of the surrounding built environment.
 - c. The project appropriately modulates the massing and façades of the building, employing materials and detailing that convey solidarity and permanence.
 - d. The project represents simple, well-proportioned buildings with thoughtful detailing and good quality, durable materials.
 - e. The project generally and/or substantially conforms to the Architectural Design Guidelines of Part 2 of this Code.
2. **Denial.** If the application is not consistent with all applicable standards and required findings, and after making the applicant aware of this, the applicant does not revise the application, the Director shall deny the application and state the reasons for not the denial.

F. Notice of Decision. The Director shall issue a written decision on each application. Not later than ten business days after issuing a decision, the Director shall mail a copy of the decision to the applicant at the address appearing on the application.

1. **Review of Decision.** Within ten business days of the date that the decision is mailed to the applicant, the applicant or any owner of property or a business located within 300 feet of the project site may request that the Director review the decision by filing a written request that specifies the grounds for review and the relief requested. The request must be filed within ten days of the decision and be accompanied by the review fee set by resolution of the City Council.
2. **Effective Date of Decision.** The Director's decision is effective on issuance; provided, however, that if a request for review is filed as described above, the decision shall be stayed pending the decision.
3. **Review of Decision.** If the decision is reviewed, after conducting the review, the Director's decision shall be final and may not be appealed.

16-146.2 Director Interpretations

- A. Authority.** The Director has the authority to interpret any provision of the Downtown Code. Whenever the Director determines that the meaning or applicability of any Downtown Code requirement is subject to interpretation, the Director may issue an official interpretation. The Director may also refer any issue of interpretation to the Commission for their determination.
- B. Rules of interpretation.**
- 1. Time limits.** Whenever a number of days is specified in the Downtown Code, or in any permit, condition of approval, or notice provided in compliance with the Downtown 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 Downtown 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.
 - 3. Corner Lots.** The Director shall have the authority, when reviewing an application concerning a corner lot, to determine the Street Setback and Side Street Setback where the distance differs within a particular zone.
- D. Procedure for interpretations.** Whenever the Director determines that the meaning or applicability of any requirement of the Downtown Code is subject to interpretation generally, or as applied to a specific case, the Director may issue an official interpretation. The Director may also forward any interpretation of the meaning or applicability of any provision of the Downtown Code directly to the Commission for a determination at a public meeting.
- 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 six principles of the Downtown Code as stated in the preamble, 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 Downtown 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 the Downtown Code that is determined by the Director to need refinement or revision will be corrected by amending the Downtown Code as soon as is practical. Until an amendment can occur, the Director will maintain a complete record of all official interpretations to the Downtown Code, indexed by the number of the Article or Section that is the subject of the interpretation.
 - 3. Referrals.** The Director may refer the matter to the DDRC or the Planning Commission to review the need for interpretation.
 - 4. Appeals.** Any interpretation of the Downtown Code may be appealed to the Planning Commission in compliance with the applicable requirements.

16-147 Regulating Plans and Zones

Sections:

16-147.1	Regulating Plan.....	8
16-147.2	Establishment of Downtown Zones.....	8
	<i>Figure 16-147.A-C Zoning District Regulating Plans.....</i>	<i>9-11</i>
16-147.4	Downtown Core (DT-C) Zone.....	12
16-147.5	Downtown General (DT-G) Zone.....	16
16-147.6	Downtown Edge (DT-E) Zone.....	20

16-147.1 Regulating Plan.

This section identifies the applicable standards for each parcel subject to the Downtown Code. The standards are identified through the Regulating Plan, which maps the Downtown Zones and one Overlay.

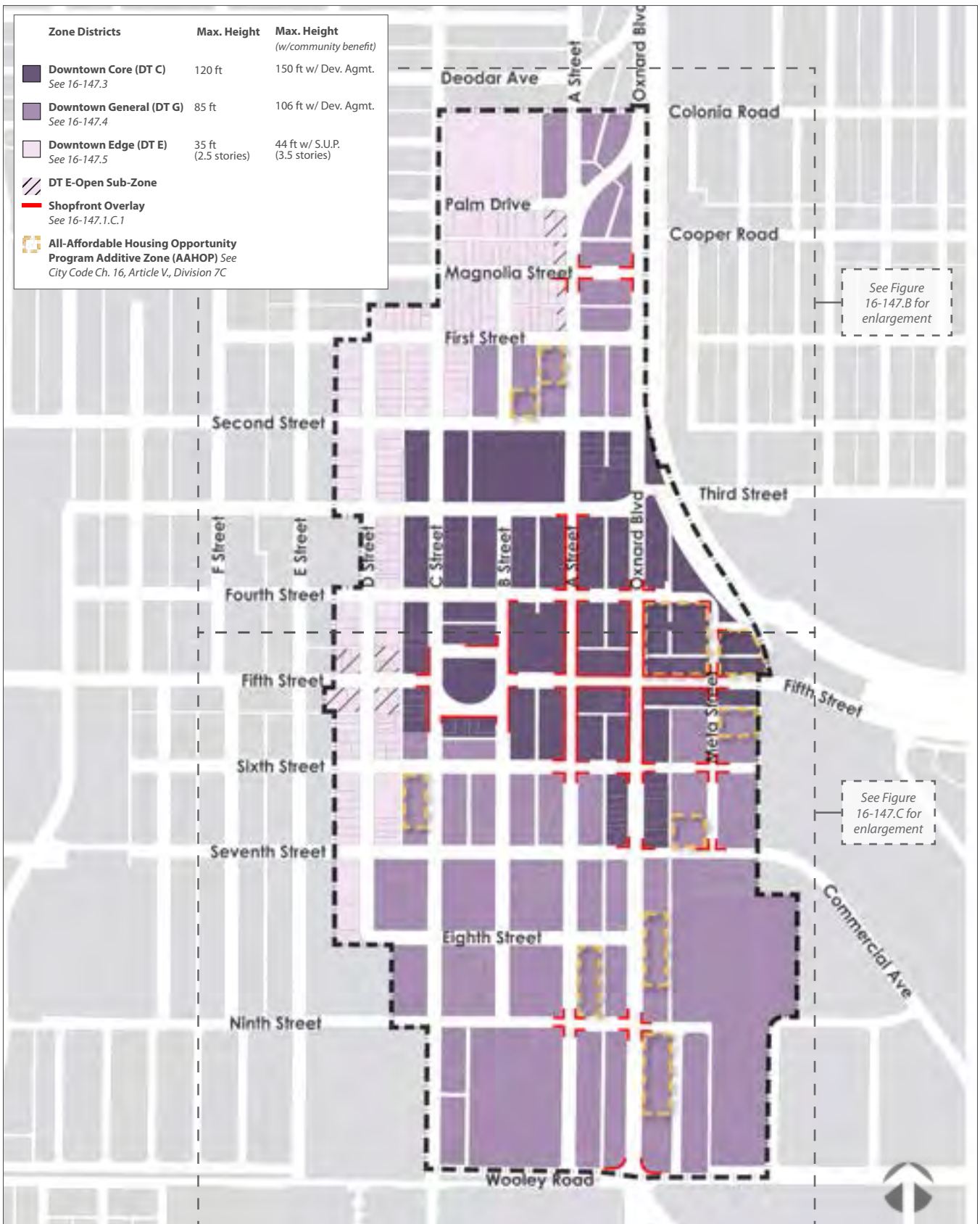
- A. Zoning Districts (Zones).** *Figure 16-147.1.A-C (Zoning District Regulating Plan)* identifies the zoning and standards for development and uses.
- B. Overlay:** In addition to identifying the zoning and building height for each parcel, the regulating plan establishes and locates the following placemaking components to help generate the intended physical form and character.
 - 1. Shopfront Overlay.** Where identified on the Zoning District Regulating Plan, shopfront frontage is required along all street facing façades for façade renovation or new buildings. In these locations, any allowed use in the zone may occupy the ground floor provided the shopfront frontage is installed.

16-147.2 Establishment of Downtown Zones.

This section establishes the Downtown zones and maps them to the subject parcels through the Zoning District Regulating Plan. The zones range in function and intensity from mostly residential areas of lower intensity; to moderate intensity neighborhoods to higher intensity commercial, retail, civic, and residential areas along corridors and at nodes or 'centers'.

- A. Downtown Edge.** *See 16-147.4*
- B. Downtown General.** *See 16-147.5*
- C. Downtown Core.** *See 16-147.6*
- D. Open Sub-Zone.** A sub-zone is a variation of the base zone, parcel-specific, and mapped on the Regulating Plan. This code includes the open type of sub-zone. This sub-zone allows a broader set of uses than the base zone within the same form and character of the base zone. In addition, uses allowed in the sub-zone have different permit requirements than in the base-zone to: 1) give flexibility to property that is located in areas that function or can function as a neighborhood node of live-work activity and limited retail and service uses, or 2) give flexibility on ground floor uses due to the property's proximity to a current or intended node.

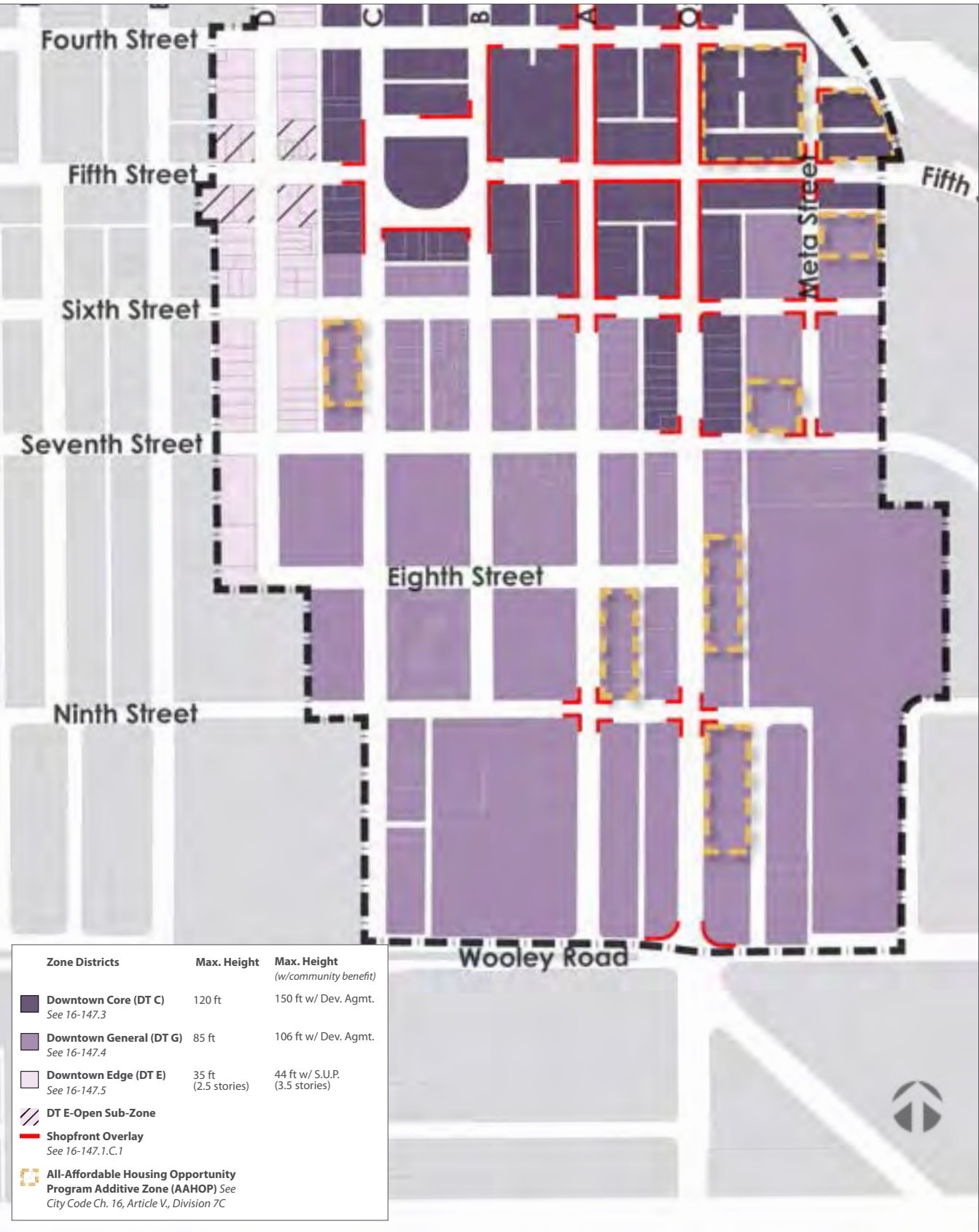
Zoning District Regulating Plan **Fig. 16-147.A**



Zoning District Regulating Plan Enlargement: Downtown North Fig. 16-147.B



Zoning District Regulating Plan Enlargement: Downtown South
Fig. 16-147.C



16-147.3 Downtown Core (DT-C) Zone



The Downtown Core Zone consists of block-form buildings for retail, office, civic and residential uses. Photos are illustrative.

DT-C

A. Intent and Physical Character.

The Downtown Core is characterized by lively, pedestrian-oriented retail, restaurant, service, and art gallery ground floor uses, with housing and offices on upper floors or behind shopfronts lining the street. On historic "A" Street between 3rd and 6th streets service and office uses are not allowed. Building façades are simple, planar with ground floor shopfronts set on or very near the back of sidewalk, with simple arrangements of recessed window openings stacked above the shopfronts. Building heights are up to 150 feet when community benefits are included.

B. Sub-Zones.

None.

C. Standards.

These standards are required to generate and maintain the DT-C zone's physical character and range of uses.

1. Site Design, Building Size and Massing.

Applicable to a new lot, new building or addition(s).

- a. **Maximum block length:** 400 feet
- b. **New Lot size:** See *Figure 16-147.3.A*.
- c. **Building Setbacks:** See *Figure 16-147.3.B*. Setbacks apply to all stories unless stated otherwise.
- d. **Ground Floor:** At least 16 feet tall in compliance with the private frontage requirements in *Table 16-152*.
- e. **Building Height:** See *Figure 16-147.3.C*.
- f. **Massing Requirements:** See *Figure 16-147.3.D*.
- g. **Architectural Style:** New buildings are required to be designed in one of the styles identified in

Section 16-157; Building Architecture Guidelines.

Additions are required to be designed in an allowed style where visible from the adjacent public street or when historic preservation requirements apply.

2. Visitor/Pedestrian Access.

Applicable to new buildings, modification of street-facing façades or new upper floor(s).

- a. **Building access:** Access to each building and ground floor space(s) is required from the sidewalk, passage, forecourt, or courtyard via the allowed frontages in *Table 16-152*. The maximum distance between entries on each building shall not exceed 50 feet.
- b. **Upper floor access:** Access to upper floor dwellings and commercial spaces is required from the street via shared courtyards, paseos, or a lobby.
- c. **Side street façades:** These façades are to be designed to the same level of architectural treatment and materials as the front façade.

3. Private Frontages.

See *Table 16-150*.

Applicable to the modification of or construction of new street-facing façades.

4. Signage.

See *Table 16-154*.

5. Private Open Space.

See *Table 16-152*.

Applicable to new buildings and additions over 35%.

6. Uses.

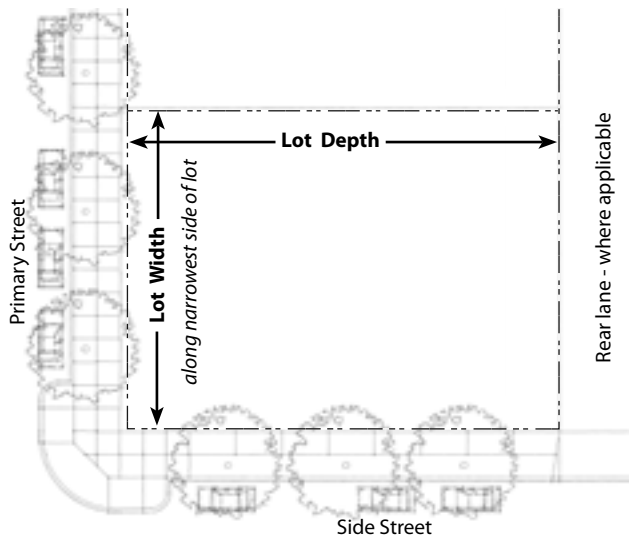
See *Table 16-148*. Applicable to new uses.

7. Vehicular Access and Parking.

See *Figure 16-147.3.E*.

Applicable to modification of or new curb cuts, driveways, and parking areas.

Lot Size in DT-C Zone
Fig. 16-147.3.A

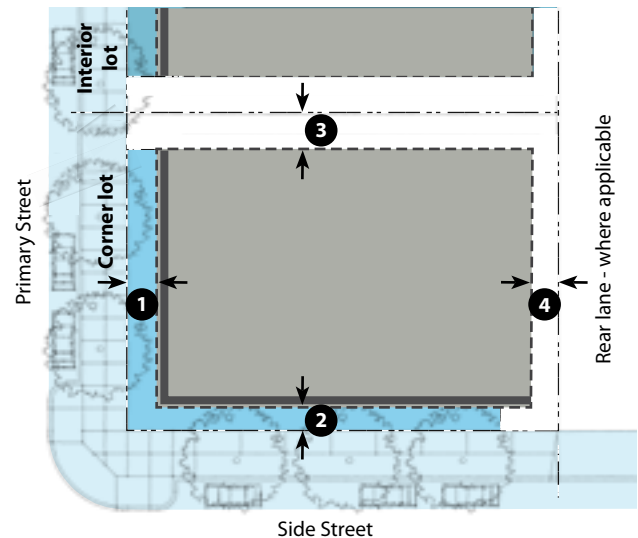


--- Property Line

	Min.	Max.
With Alley Access		
Width (interior lot, other)	50'	300'
Width (corner lot)	add 10% to min	
Width (interior lot, SF attached)	---	---
Width (interior lot, SF detached)	---	---
Depth	100'	140'
Without Alley Access		
Width (interior lot)	50'	100'
Width (corner lot)	80'	
Depth	100'	140'

Key --- not allowed

Building Placement DT-C Zone
Fig. 16-147.3.B



--- Property Line
 - - - - - Setback Line
 ——— Build-to Line
 ■ Buildable Area
 ■ Private Frontage Required (See 16-150)
 Min frontage build-out along build-to line.
 ■ Public Frontage Guidelines (See 16-151)

	Ground Floor	
	Non-Residential	Residential
① Primary Street	0' or 10'	min 5'
② Side Street	0' or 5'	min 7'
③ Side Yard	0' or 10'	7' to 10' ³
④ Rear with alley access ²	min 5'	min 5'
Rear without alley	min 10'	min 10'
Amount of façade at Build-to line	min 80%	min 80%
Roof deck setback from façades	min 0'	min 0'

Key --- not allowed

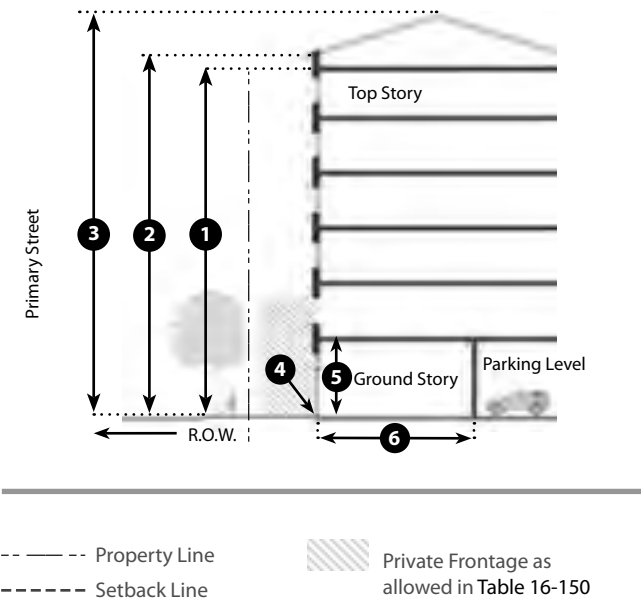
Notes

¹ Where shopfront overlay applies, apply the non-residential setback.

² Minimum 25 feet required between facing garages across an alley.

³ Minimum 10 feet for upper stories.

Building Height in DT-C Zone
Fig. 16-147.3.C



1	To highest top plate	116' max. 146' max. ²
Above the 7th story, the building is required to be designed into tower volumes with a maximum footprint of 80 feet by 80 feet. Within the same building, towers are to be separated by at least 65 feet.		
2	To top of flat roof	120' max. 150' max. ²
3	To top of pitched roof above highest top plate	120' max. 150' max. ²
4	Ground floor above grade at building setback line	0' max. ¹
5	Ground story height floor to floor.	16' min.
6	Ground story depth	30' min.

Building Size and Massing in DT-C Zone
Fig. 16-147.3.D

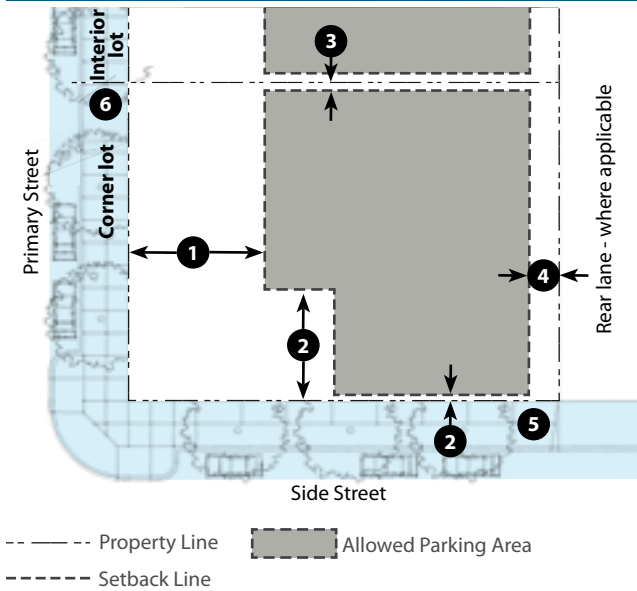


Buildings that exceed 75' in length along a street are required to be organized into multiple town-scale volumes through façade articulation. See 16.156.B.

Notes

- ¹ Where residential frontages allowed in Table 16-150, ground floor is required to be raised per private frontage standards.
- ² Maximum available when one or more of the qualifying community benefits described in 16-145.2.L are included in the project.
- ³ The resulting ground floor along these breaks is required to be designed in compliance with Table 16-150 (Allowed Private Frontages).

Parking and Vehicular Access Standards in DT-C Zone
Fig. 16-147.3.E



A. Parking Placement
 (Min. setbacks are in feet and are measured from each lot line)

All new parking facilities or modifications to existing parking facilities are required to be in compliance with the following standards and the additional standards in *Section 16-149* (Parking Areas and Facilities).

Setbacks¹

1 Primary Street	30'
2 Side Street	30'; 0' when at least 50' feet from front ²
3 Side Yard	0'
4 Rear (with or without alley)	5'

B. On-Site Vehicular Access Min-Max.

Driveway Types and Min. Width ²

5 Side Street drive (not within 50 feet of front façade and when alley not present)	Residential: 12' Commercial: 18' 1-way 25' 2-way
6 Front drive (only within 25 feet of interior lot line)	
Alley access (Vehicular access shall be provided via a rear service lane for all lots less than 50 feet wide.)	

C. Required Parking (Min)

Commercial (all)	1 space per 1,000 SF.	Min. 50% of the req'd parking to be In-Lieu fee.
Residential (when private garages are provided)	1 space per unit for studios and 1-bedrooms; 2 spaces per unit with 2 or more bedrooms.	
Residential - Multi-Family (shared parking/open structure)	0.5 spaces per unit; 1.65 spaces per unit max.	0.5-0.99 parking spaces per unit pay In-Lieu fee. No In-Lieu fee if 1 parking space per unit is provided.

Loading Space: Required when public alley or a loading space does not exist within 350' of the subject property.

Motorcycle Parking: Motorcycle parking shall be provided as required in 16-638(D).

Notes

¹ Applicable to outdoor/surface parking only. Subterranean parking may extend to property lines. Required landscaping to be provided.

² Only for uses allowed in Table 16-148.

16-147.4 Downtown General (DT-G) Zone



The Downtown General Zone consists of medium to large, attached and detached block-form and house-form buildings. Photos are illustrative.

DT-G

A. Intent and Physical Character.

The Downtown General is characterized by a mix of non-residential ground floors frontages with shop-fronts and residential ground floors set back behind pedestrian-oriented frontages and resident/visitor access via dooryards, stoops, and spacious lobbies. Buildings are up to 106 feet when community benefits are included.

B. Sub-Zones. None.

C. Standards. These standards are required to generate and maintain the DT-G zone's physical character and range of uses.

1. Site Design, Building Size and Massing.

Applicable to a new lot, new building, or addition(s).

- a. **Maximum Block Size:** 400 feet
- b. **New Lot Size:** See *Figure 16-147.4.A*.
- c. **Building Setbacks:** See *Figure 16-147.4.B*. Setbacks apply to all stories unless stated otherwise.
- d. **Ground Floor:** At least twelve feet tall in compliance with the private frontage requirements in *Table 16-152*.
- e. **Building Height:** See *Figure 16-147.4.C*.
- f. **Massing Requirements:** See *Figure 16-147.4.D*.
- g. **Architectural Style:** New buildings are required to be designed in one of the styles identified in *Section 16-157; Building Architecture Guidelines*. Additions are required to be designed in an allowed style where visible from the adjacent

a public street or when historic preservation requirements apply.

2. Visitor/Pedestrian Access.

Applicable to new buildings, modification of street-facing façades or new upper floor(s).

- a. **Building Access:** Access to each building and ground floor space/dwelling is required from the sidewalk via the allowed frontages in *Table 16-152*. The maximum distance between entries on each building shall not exceed 50 feet.
- b. **Upper Floor Access:** Access to upper floor dwellings and commercial spaces is required from the street via shared courtyards, paseos, or a lobby.
- c. **Side Street Façades:** These façades must be designed to the same level of architectural treatment and materials as the front façade.

3. Private Frontages. See *Table 16-150*.

Applicable to modification of or new construction of street-facing façades.

4. Signage. See *Table 16-154*.

5. Private Open Space. See *Table 16-152*.

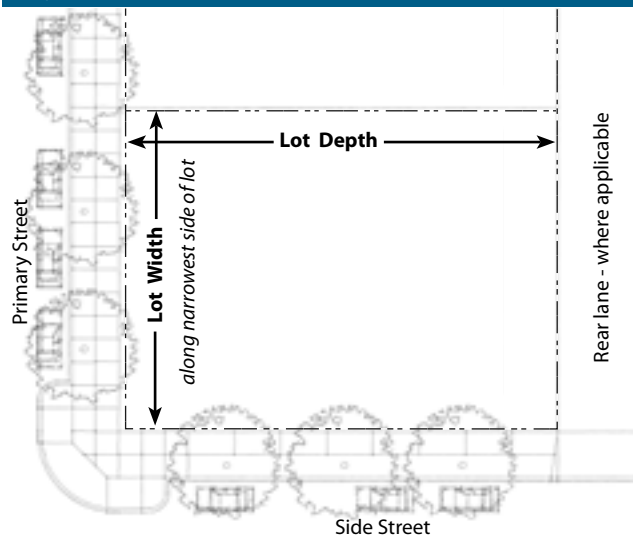
Applicable to new uses.

6. Uses. See *Table 16-148*.

7. Vehicular Access and Parking. See *Table 16-151*.

Applicable to modification of or new curb cuts, driveways, and parking areas.

Lot Size in DT-G Zone
Fig. 16-147.4.A

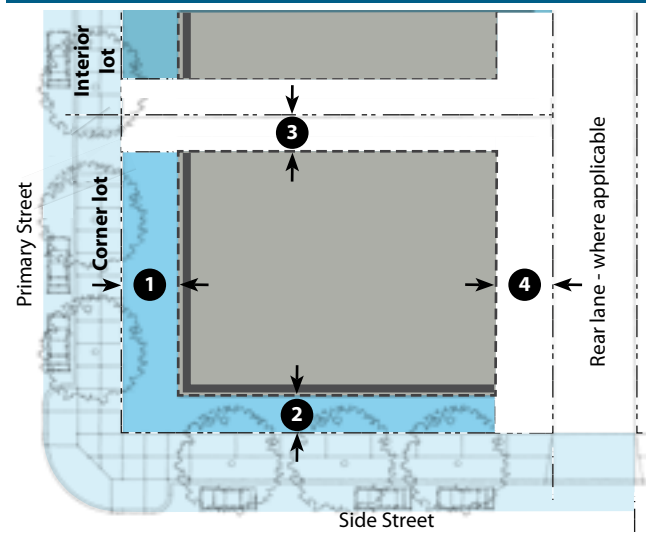


-- -- Property Line

	Min.	Max.
With Alley Access		
Width (interior lot, other)	25'	200'
Width (corner lot)	add 10% to min	
Width (interior lot, SF attached)	75'	160'
Width (interior lot, SF detached)	---	150'
Depth	100'	140'
Without Alley Access		
Width (interior lot)	50'	150'
Width (corner lot)	add 10% to min	
Depth	90'	140'

Key --- not allowed

Building Placement in DT-G Zone
Fig. 16-147.4.B



-- -- Property Line
 - - - - - Setback Line
 ——— Build-to Line
 ■ Buildable Area
 ■ Private Frontage Required (See 16-150)
 Min frontage build-out along build-to line.
 ■ Public Frontage Guidelines (See 16-151)

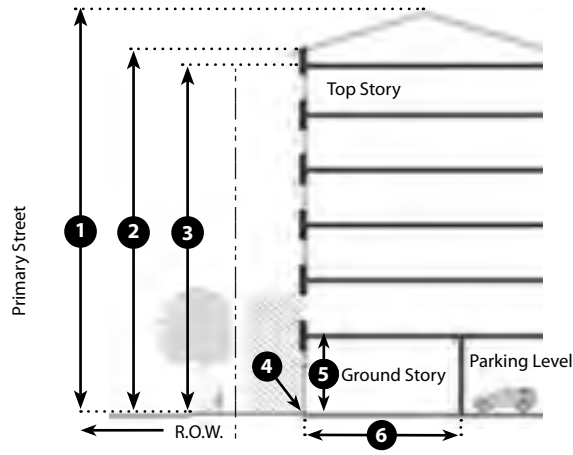
	Ground Floor	
	Non-Residential	Residential ¹
① Primary Street	0' to 15'	10' to 15'
② Side Street	0' to 10'	10' to 15'
③ Side Yard	0' to 10'	min 7' ¹³
④ Rear with alley access ²	min 5'	min 5'
Rear without alley	min 15'	min 15'
Amount of façade at build-to line	min 70%	min 70%
Roof deck setback from façades	min 0'	min 0'

Key --- not allowed

Notes

- ¹ Where shopfront overlay applies, apply the non-residential setback.
- ² Minimum 25 feet required between facing garages across an alley.
- ³ Minimum 10 feet for upper stories.

Building Height in DT-G Zone Fig. 16-147.4.C

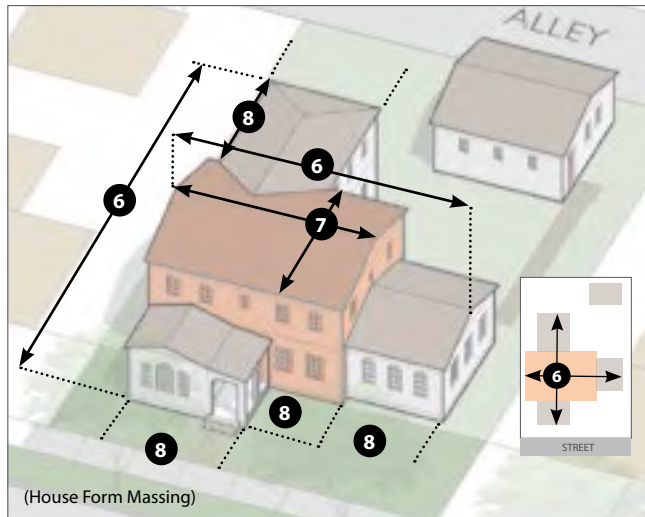


--- Property Line
--- Setback Line
Private Frontage as allowed in Table 16-150

1 To highest top plate	81' max.	102' max. ²
2 To top of parapet of flat roof	85' max.	106' max. ²
3 To top of pitched roof above highest top plate	85' max.	106' max. ²
4 Ground floor above grade at building setback line	0' min. (non-residential) 1.5 to 4' max. (residential.)	
5 Ground story height	12' min. ¹	
6 Ground story depth	30' Min.	
6 Overall Building dimension for house-form buildings	120'	
7 Primary Mass width or depth	80' by 80'	
8 Secondary Mass width or depth	20'	

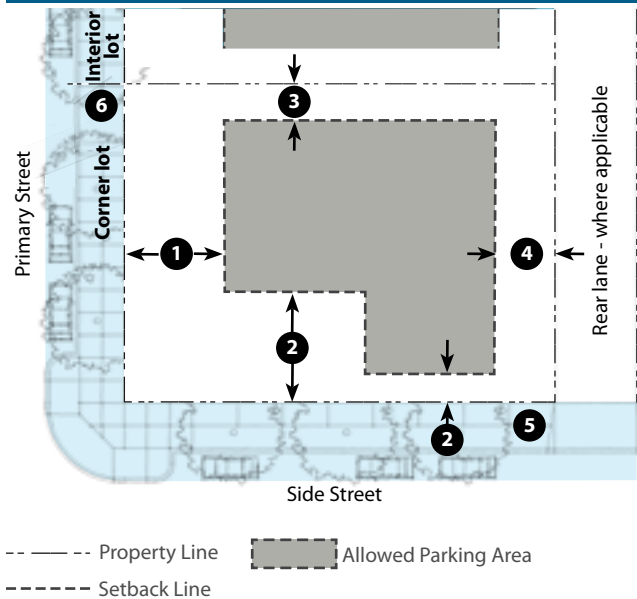
Buildings that exceed 75' in length along a street are required to be organized into multiple town-scale volumes through façade articulation. See 16.156.B.

Building Size and Massing Standards in DT-G Zone Figs. 16-147.4.D



Notes

- ¹ Where residential frontages allowed in Table 16-150, ground floor is required to be raised per private frontage standards.
- ² Maximum available when one or more of the qualifying community benefits described in 16-145.2.L are included in the project.
- ³ The resulting ground floor along these breaks is required to be designed in compliance with Table 16-150 (Allowed Private Frontages).

Parking and Vehicular Access Standards in DT-G Zone**Fig. 16-147.4.E****A. Parking Placement
(Min. setbacks are in feet and are measured from each lot line)**

All new parking facilities or modifications to existing parking facilities are required to be in compliance with the following standards and the additional standards in *Section 16-149* (Parking Areas and Facilities).

Setbacks¹

1	Primary Street	30'
2	Side Street	30'; 5' when at least 75' from front
3	Side Yard	5'
4	Rear (with or without alley)	5'

B. On-Site Vehicular Access (feet) Min - Max**Driveway Types and Min. Width ²**

5	Side Street drive (not within 50 feet of front façade and when alley not present)	Residential: 12'
6	Front drive (only within 25 feet of interior lot line)	Commercial: 18' 1-way 25' 2-way
	Alley access (Vehicular access shall be provided via a rear service lane for all lots less than 50 feet wide.)	

C. Required Parking (Min)

Commercial (all)	1 space per 1,000 SF.	Min. 50% of the req'd parking to be In-Lieu fee.
Residential (when private garages are provided)	1 space per unit for studios and 1-bedrooms; 2 spaces per unit with 2 or more bedrooms.	
Residential - Multi-Family (shared parking/open structure)	0.5 spaces per unit; 1.65 spaces per unit	0.5-0.99 parking spaces per unit pay In-Lieu fee. No In-Lieu fee if 1

Loading Space: Required when public alley or a loading space does not exist within 350' of the subject property.

Motorcycle Parking: Motorcycle parking shall be provided as required in 16-638(D).

Notes

¹ Applicable to outdoor/surface parking only. Subterranean parking may extend to property lines. Required landscaping to be provided.

² Only for uses allowed in Table 16-148.

16-147.5 Downtown Edge (DT-E) Zone



The Downtown Edge zone consists of narrow to medium, attached and detached house-form buildings. Photos are illustrative.

DT-E

A. Intent and Physical Character

The Downtown Edge is characterized by a mix of housing types with residential ground floors setback behind pedestrian-oriented frontages with resident and visitor access via dooryards, stoops, and porches. Buildings are up to 3.5 stories in height when community benefits are included.

B. Sub-Zones The DT E-Open sub zone allows certain non-residential uses subject to size limitations to remain compatible with the neighborhood environment. See *Table 16-148* for allowed uses.

C. Standards. These standards are required to generate and maintain the DT-E zone's physical character and range of uses.

1. Site Design, Building Size and Massing

Applicable to a new lot, new building, or addition(s).

- a. **Maximum Block Size:** 400 feet
- b. **New Lot Size:** See *Figure 16-147.5.A*.
- c. **Building Setbacks:** See *Figure 16-147.5.B*. Setbacks apply to all stories unless stated otherwise.
- d. **Ground Floor:** At least nine feet tall in compliance with the private frontage requirements in *Table 16-152*.
- e. **Building Height:** See *Figure 16-147.5.C*.
- f. **Massing Requirements:** See *Figure 16-147.5.D*.
- g. **Architectural Style:** New buildings are required to be designed in one of the styles identified in *Section 16-157; Building Architecture Guidelines*. Additions are required to be designed in an

allowed style where visible from the adjacent public street or when historic preservation requirements apply.

2. Visitor/Pedestrian Access

Applicable to new buildings, modification of street-facing façades or new upper floor(s).

- a. **Building Access:** Access to each building and ground floor space/dwelling is required from the sidewalk via the allowed frontages in *Table 16-152*. The maximum distance between entries on each building shall not exceed 30 feet.
- b. **Other Access:** Access to some dwellings may be provided through shared courts, gardens, or through lobbies and interior corridors.
- c. **Side street façades:** These façades shall be designed to the same level of architectural treatment and materials as the front façade.

3. Private Frontages. See *Table 16-150*.

Applicable to modification of or construction of new street-facing façades.

4. Signage. See *Table 16-154*.

5. Private Open Space. See *Table 16-152*.

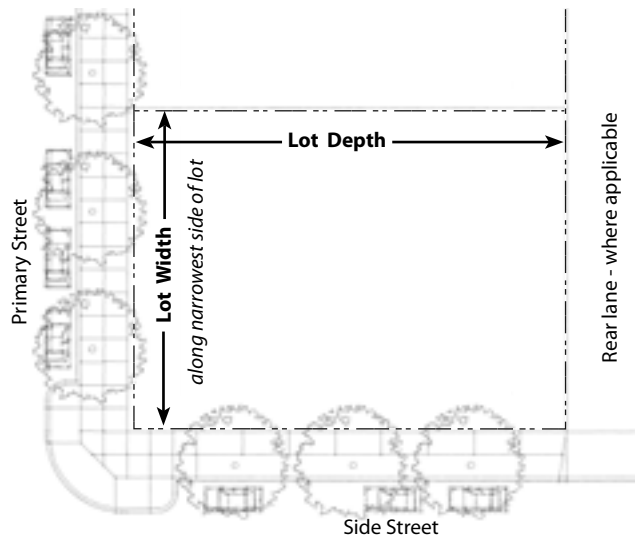
These standards apply to new buildings and additions over 35%.

6. Uses. See *Table 16-148*. Applicable to new uses.

7. Vehicular Access and Parking. See *Table 16-151*.

Applicable to modification of or new curb cuts, driveways, and parking areas.

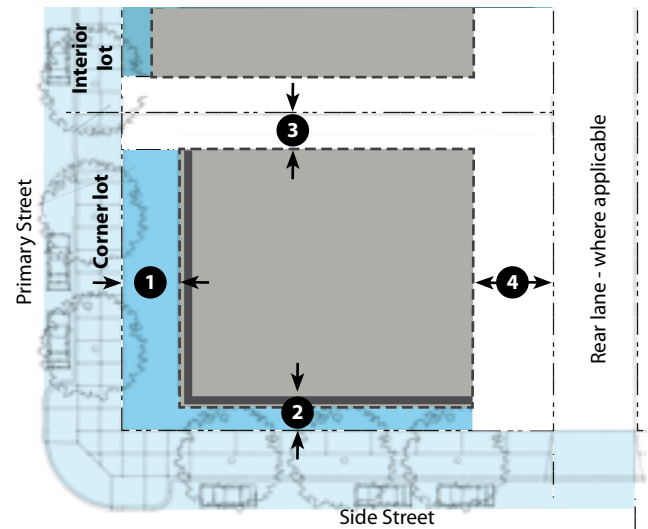
Lot Size in DT-E Zone
Fig. 16-147.5.A



-- -- -- Property Line

	Min.	Max.
With Alley Access		
Width (interior lot, other)	25'	150'
Width (corner lot)	add 10% to min	
Width (interior lot, SF attached)	75'	125'
Width (interior lot, SF detached)	55'	50'
Depth	100'	140'
Without Alley Access		
Width (interior lot)	50'	150'
Width (corner lot)	add 10% to min	
Depth	90'	140'

Building Placement in DT-E Zone
Fig. 16-147.5.B



-- -- -- Property Line
 - - - - - Setback Line
 ——— Build-to Line
 ■ Buildable Area
 ■ Public Frontage Guidelines (See 16-151)
 ■ Private Frontage Required (See 16-150)
 Min frontage build-out along build-to line.

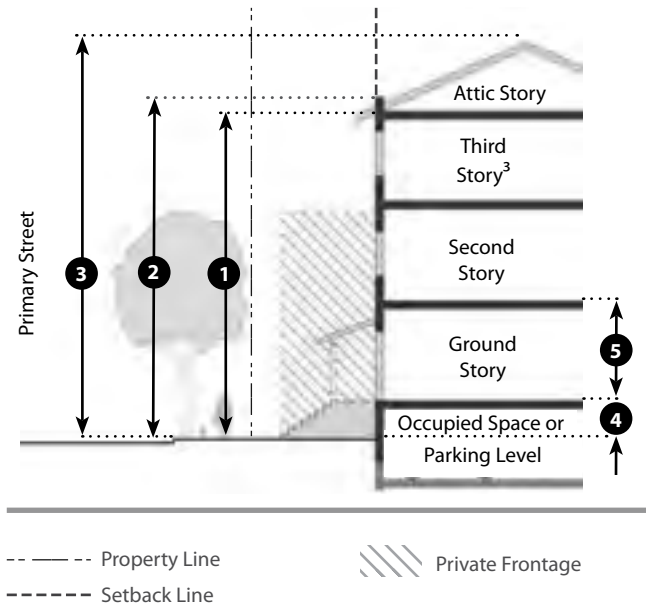
	Ground Floor	
	Non-Residential	Residential
1 Primary Street ¹	0' or 15'	10' to 15'
2 Side Street ¹	0' or 10'	7' to 10'
3 Side Yard	min 7'	min 7'
4 Rear with alley access ²	10'	15'
Rear without alley	15'	18'
Amount of façade at build-to line	min 60%	min 60%
Roof deck setback from façades	min 0'	min 0'

Notes

¹ Where shopfront overlay or open sub-zone applies, apply the non-residential setback.

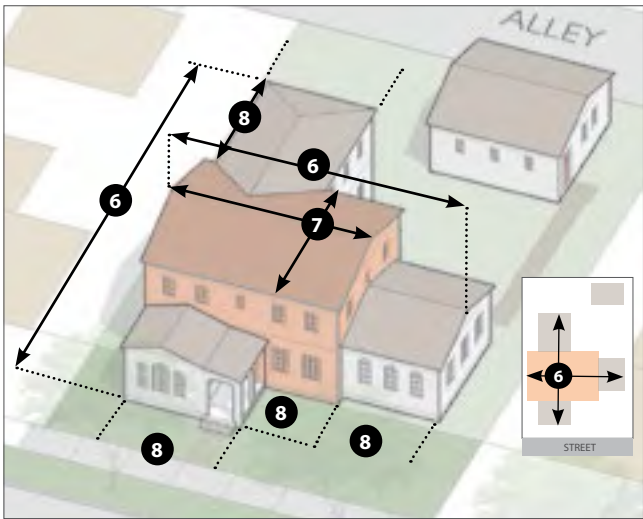
² Minimum 25 feet required between facing garages across an alley.

Building Height in DT-E Zone
Fig. 16-147.5.C



1	To highest top plate (max. stories)	2.5	3.5 ³
2	To top of parapet of flat roof (max.)	35'	44' ¹³
3	To top of pitched roof above highest top plate (max.)	35'	44' ¹³
4	Ground floor above grade at building setback line (min. to max.)	1 to 4' ¹¹	
5	Ground story height floor to floor (min. to max.)	9' ¹²	

Building Size and Massing Standards in DT-E Zone
Fig. 16-147.5.D



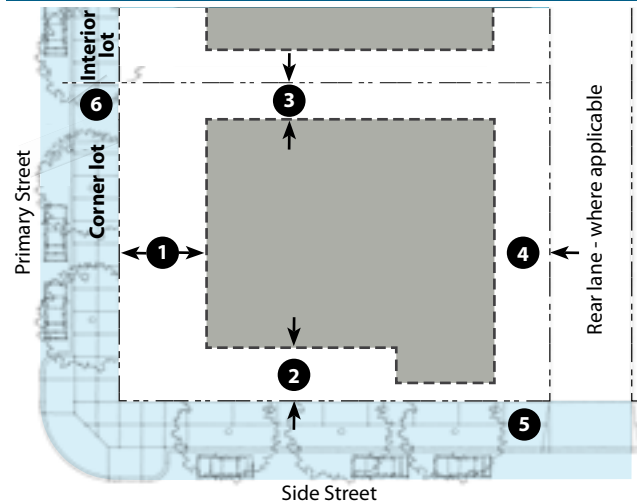
	Max.
6 Overall Building Dimension	100'
7 Primary Mass width or depth	40' by 75'
8 Secondary Mass width or depth	25'

Notes

- ¹ In the Open Sub-Zone and where the shopfront overlay applies, the ground story is allowed to be flush with the adjacent sidewalk.
- ² Minimum 12 feet in shopfront overlay or if shopfront applied in the open sub-zone.
- ³ Maximum available when community benefits are included in the project and the findings in 16-145.2.L are made for the project.

Parking and Vehicular Access Standards DT-E Zone

Fig. 16-147.5.E



-- -- Property Line Allowed Parking Area
 - - - - - Setback Line

A. Parking Placement (Min. setbacks are in feet and are measured from each lot line)

All new parking facilities or modifications to existing parking facilities are required to be in compliance with the following standards and the additional standards in *Section 16-149* (Parking Areas and Facilities).

Setbacks¹

1	Primary Street	30'
2	Side Street	15'; 5' when at least 75' from front
3	Side Yard	5'
4	Rear (with or without alley)	5'

B. On-Site Vehicular Access (feet) Min - Max

Driveway Types and Min. Width²

5	Side Street drive (not within 50 feet of front façade and when alley not present)	Residential: 12' Commercial: 18' 1-way 25' 2-way
6	Front drive (only within 25 feet of interior lot line)	
Alley access (Vehicular access shall be provided via a rear service lane for all lots less than 50 feet wide.)		

C. Required Parking (Min)

Commercial (all)	1 space per 1,000 SF.	Min. 50% of the req'd parking to be In-Lieu fee.
Residential (when private garages are provided)	1 space per unit for studios and 1-bedrooms; 2 spaces per unit with 2 or more bedrooms.	
Residential - Multi-Family (shared parking/open structure)	1.65 spaces per unit.	Less than 1.65 pay In-Lieu fee.

Loading Space: Required when public alley or a loading space does not exist within 350' of the subject property.

Motorcycle Parking: Motorcycle parking shall be provided as required in 16-638(D).

Notes

¹ Applicable to outdoor/surface parking only. Subterranean parking may extend to property lines. Required landscaping to be provided.

² Only for uses allowed in Table 16-148.

16-148 Allowed Uses

16-148.1 Applicability.

This section identifies the allowed uses and corresponding permit requirements within each zone, subject to the applicable development standards, development standards, and all other applicable requirements. Definitions of the uses are in Part 3. If a word or phrase used in the Downtown Code is not defined in Part 3, the definition in Section 16-10 of the City Code shall be used. If a word or phrase used in the Downtown Code is not defined in Section 16-10 of the City Code, the Director shall determine the correct definition, giving deference to common usage. Uses that are not listed are not allowed unless the Director makes a similar use determination.

A. Standards.

Allowed Uses
Table 16-148

Uses ¹	Downtown Zones			
	DT E	DT E-O	DT G	DT C
Residential				
Assisted Living, Residential Care Facility	---	C	C	C
Accessory Dwelling Unit (ADU)	P	P	---	---
Dwelling, multifamily	P	P	P	P
Dwelling, single-family attached	P	P	---	---
Dwelling, single-family detached	P	P	---	---
Home-based business ⁴	P	P	P	P
Work/live, Live-Work	---	P	P	P
Agriculture-Related				
Commercial Garden / Greenhouse(s) < 3,000 sq ft	---	P	P	P
Commercial Garden / Greenhouse(s) > 3,000 sq ft	---	P	P	P ³
Farmer's Market	---	---	P	P
Recreation, Resources Preservation, Open Space, and Public Assembly				
Community Assembly < 10,000 sq ft	---	C	C	P
Community Assembly > 10,000 sq ft	---	---	C	C
Day care (family, child, adult) < 15	P	P	P	P ³
Day care (family, child, adult) > 15	---	P	P	P ³
Institution (includes school)	---	C	C	C
Public Open Space	P	P	P	P
Recreation/Commercial	---	---	P	P
Nightclub < 10,000 sq ft	---	---	---	C
Nightclub > 10,000 sq ft	---	---	---	C

Key

P use allowed, subject to identified standards
 C use requires approval of Special Use Permit (SUP)
 --- use not allowed

Notes

- ¹ In compliance with ground floor frontage requirements in 16-150.
- ² Bar allowed if accessory to a restaurant; requires SUP
- ³ Not allowed on A Street between 3rd and 6th street
- ⁴ Pursuant to City Code Ch. 16, Article V., Division 6 (Home occupation permits)
- ⁵ Required stealth design; Pursuant to City Code Ch. 16, Article V., Division 16 (Wireless communication facilities)
- ⁶ Minimum 5ft clear path on sidewalk and subject to issuance of encroachment permit

Allowed Uses, continued
Table 16-148

Uses ¹	Downtown Zones			
	DT E	DT E-O	DT G	DT C
Retail, Service, and Office				
Alcohol ² , beverage, with food sales (on-site consumption)	---	C	C	C
Artisanal Production	---	P	P	P
Bed and Breakfast Inn < 12 rooms	---	P	P	P
Brew Pub, Winery, Tasting Room	---	---	C	C
Drive-through service	---	---	---	---
Grocery Store < 10,000 sq ft	---	P	P	P
Grocery Store > 10,000 sq ft	---	---	---	P
Health and exercise center / spa	---	P	P	P
Homeless shelter and resource center	---	---	C	---
Hotel	---	---	P	P
Mortuary, funeral home	---	---	P	---
Motor Vehicle sales, service	---	---	---	---
Museum, Art Gallery	---	P	P	P
Office: financial, professional, government, administrative	---	P	P	P
Office, medical	---	---	P	P ³
Outdoor Dining / Sidewalk Cafe ⁶ / Parklet ⁶	---	P	P	P
Outdoor Display	---	P ⁶	P ⁶	P ⁶
Multiplex Motion Picture Theater/Cinema	---	---	---	C
Eating and Drinking Establishment < 5,000 sq ft ²	---	P	P	P
Eating and Drinking Establishment > 5,000 sq ft ²	---	---	---	P
Retail < 5,000 sq ft ³	---	P	P	P
Retail > 5,000 sq ft ³	---	---	---	P
Services, Administrative and Professional, Business Support	---	P	P	P
Services, Personal	---	P	P	P ³
Social Services	---	---	---	---
Studio: art, music, dance	---	P	P	P
Thrift or secondhand store	---	---	---	---
Use involving sale of alcohol for off-site consumption	---	C	C	C
Utility, Transportation, Public Facility, and Communication				
Public parking lot/facility	---	---	P	C
Transit facility	---	---	---	C ³
Wireless communications facility	P ⁵	P ⁵	P ⁵	P ⁵

Key

P use allowed by right, subject to identified standards
 C use requires approval of Special Use Permit (SUP)
 --- use not allowed

Notes

- ¹ In compliance with frontage requirements in 16-150.
- ² Bar allowed if accessory to a restaurant; requires SUP
- ³ Not allowed on A Street between 3rd and 6th street
- ⁴ Pursuant to City Code Ch. 16, Article V, Division 6 (Home Occupation Permits)
- ⁵ Required stealth design; Pursuant to City Code Ch. 16, Article V., Division 16 (Wireless communication facilities)
- ⁶ Minimum 5ft clear path on sidewalk, and subject to issuance of an encroachment permit.

16-149 Parking Areas and Facilities

Sections:

16-149.1	Applicability.....	26
	A. Standards.....	26
	Table 16-149.A; Surface Parking Lots.....	27
	Table 16-149.B; Podium and Subterranean Parking Structures.....	28
	Figure 16-149.B.1; Podium Parking.....	28
	Figure 16-149.B.2; Subterranean Parking.....	28

16-149.1 Applicability

The standards of this section apply to a new building or any expansion greater than 50 percent.

A. Standards

Surface Parking Lots
Table 16-149.A

1. Intent

Surface parking lots shall be located and configured to provide adequate parking supply and convenient access to the buildings and visitors they serve. All lots are to provide safe, well-lit, landscaped, shaded and comfortable environments, and be appropriately configured and screened to not intrude into public views, or into required on-site open spaces.

2. Access and Configuration

a. Access

- i. **Vehicular Access.** Vehicular access shall be in compliance with the *Parking and Vehicular Access Standards* in the zone and accessed by a drive (side of lot) or lane (rear of lot). Driveways may be one- or two-way and must provide a dedicated entrance/exit.
- ii. **Pedestrian Access.** All pedestrian access shall be clearly marked, lit and meet all Americans with Disabilities Act and California Building Code accessibility requirements.

b. Configuration

Surface parking shall be located per standards in the *Parking and Vehicular Access Standards* of the zone. Surface parking is not allowed in any building set-back(s).

3. Guidelines and Standards

a. Screening

Surface parking spaces may be open or covered. All surface parking should be screened from street views by buildings, walls (36 to 48 inches tall)or the following screening strategies:

- i. **Landscape Screening.** Trees and shrubs are selected for their ultimate scale to the space.
- ii. **Screening Structures / Façades.** Screening devices may include various elements such as walls, perforated metal panels, wire panels, finished concrete and other high quality materials that maintain architectural sensitivity to the surrounding buildings and character.
- iii. **Public Art / Murals.** In accordance with the City's public art program, surface lots may incorporate public art elements such as sculptures, mural paintings, images and other artistic façade treatments and installations.

b. Shade

Shade should be provided throughout surface lots. In addition to landscape elements, a minimum 10 percent of the parking facility shall be covered by tree canopy through the following strategies and should match the architectural character of the surrounding structures.

- i. **Shade Structures.** Structures may include arbors, trellises, pergolas, mesh and overhead canopies.
- ii. **Solar Shade Structures.** 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.

Surface Parking Lots, cont'd.

Table 16-149.A

c. Lighting

- i. Outdoor light fixtures should be limited to 15 feet in height.
- ii. Lighting shall be recessed and shielded so that:
 - The light source (i.e., bulb, etc.) is not visible from the project site; and
 - Glare and reflections is confined within the boundaries of the project site. Each light fixture shall be shielded and directed downward and away from adjoining properties and the public right-of-way.
- iii. Illumination levels should be minimum 1 foot-candle and not more than 7, per on-site lighting standards (*Section 16-320*)

d. Landscape

Water conserving plant materials should be applied in compliance with the following:

- i. **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.
- ii. **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.
- iii. **Irrigation.** Appropriate irrigation and drainage shall be provided for all landscaped areas.

e. 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:

- i. Pervious asphalt and concrete;
- ii. Permeable pavers;
- iii. Reinforced gravel paving;
- iv. Reinforced grass paving;
- v. Other permeable and rated surfaces as approved by the City.

f. 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.

g. 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.

- i. **Bicycle Parking.** Bicycle parking may be located within surface lots.
- ii. **Clean Air/Electric Vehicle Parking and Charging Stations.** Parking facilities may incentivize the use of clean air and electric vehicles.
- iii. **Golf-Cart / Motorcycle / Scooter Parking.** Parking for regulation-size golf-carts, motorcycles and scooters may be provided in compliance with city standards.



A well shaded surface parking lot masked from the street by a beautiful landscape wall with built-in benches.

Podium and Subterranean Parking Structures

Table 16-149.B

1. Intent

Parking in podium or below grade garages shall be located and designed to provide convenient access to the building(s) and visitors they serve and not be visible from a public street.

2. Access, Configuration and Size

a. Access.

- i. **Vehicular Access.** Vehicular access shall be located in the rear or on the side of a lot, and accessed by an alley, lane, or drive.
- ii. **Pedestrian Access.** All pedestrian access points shall be clearly marked, lit and meet all current accessibility requirements per the CBC.
- iii. **Gated/Residential Access.(Secure upper level, pedestrian bridge).** Direct pedestrian access from upper levels of parking structures to residential buildings is allowed except across a private or public street.

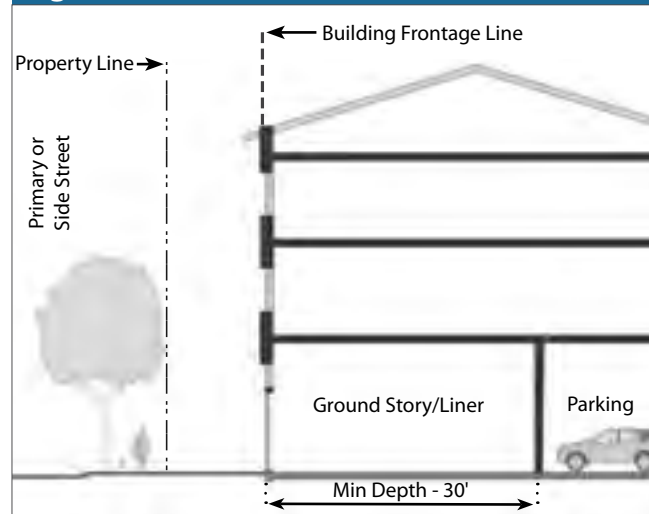
b. Configuration.

- i. On-grade parking podiums and parking structures shall be located per the Parking Placement Standards of the zone (*Figures 147.3.E, 4.E, 5.E*).
 - ii. The Primary Street and Side Street frontages of on-grade parking podiums and parking structures shall be lined with occupiable, usable space with a minimum depth of 30 feet. The ground level is required to comply with the Frontage Standards in *Table 16-150*.
 - iii. A partially subterranean and fully subterranean parking garage may align with the Primary Street and/or Side Street building frontage line(s) provided it does not extend higher than the finished grade.
- c. **Size.** Refer to zone for building size standards. (*Figures 16-147.3D, 4.D, 5.D*).

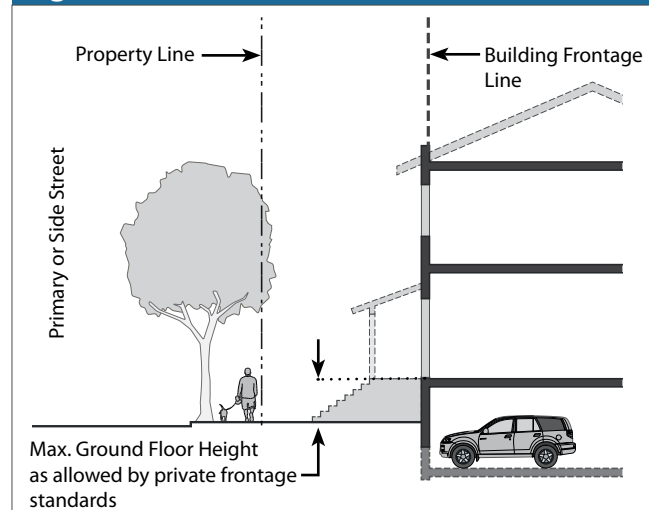


A multi-story garage lined with a mixed-use liner.

Podium Parking Fig. 16-149.B.1



Subterranean Parking Fig. 16-149.B.2



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16-150 Private Frontage

Sections:

16-150.1	Applicability.....	30
A.	Standards.....	30
	Table 16-150; Allowed Private Frontage and Encroachment Standards.....	30
B.	Design.....	31
	Figure 16-150; Private Frontage.....	31
	Table 16-150.C.1; Porch (Projecting).....	32
	Table 16-150.C.2; Porch (Engaged).....	33
	Table 16-150.D; Dooryard.....	34
	Table 16-150.E; Stoop.....	35
	Table 16-150.F; Common Entry.....	36
	Table 16-150.G; Shopfront.....	37
	Table 16-150.H; Gallery.....	40
	Table 16-150.I; Arcade.....	41

16-150.1 Applicability

The standards of this section apply to a new building or façade renovation along a street or public open space. The entire ground floor façade facing a public street or public open space is required to consist of the frontage types allowed in this section.

A. Standards

1. All frontage types are required to include windows in compliance with the applicable architecture guidelines.
2. All street-facing façades are required to provide pedestrian access using only the allowed frontage types. Frontage types may encroach into setbacks or the public right-of-way as identified below, and may be further limited by the California Building Code (CBC).
3. Unless specified otherwise, all new buildings and expansions within 50 feet of a street or public open space are required to be placed at the build-to line in compliance with the zone requirements.
4. Issues may arise in the design process that make it necessary to adjust the details of a private frontage. These standards are intended to be adjusted in response to the physical constraints, operational requirements, or emergency access requirements, as allowed by *Section 16-146.2; (Director Interpretations)* subject to City approval.

Allowed Private Frontages and Encroachment Standards
Table 16-150

Standard	Downtown Zones				Min ft Between PL and Façade ³	Encroachment into setbacks (ft)	See Reference for Guidelines
	DT E	DT E-O	DT G	DT C			
Porch	P	P	P	---	12 to 20	Up to 5 of sidewalk	Table 16-152.C.1-2
Dooryard	P	P	P	P ¹	7 to 12	Up to 1 of sidewalk	Table 16-152.D
Stoop	P	P	P	P ¹	4 to 6	Up to 1 of sidewalk	Table 16-152.E
Common Entry	---	---	P	P	10 to 15	Not applicable	Table 16-152.F
Shopfront	---	P	P ²	P	0 or 10	Awning / canopy up to 2ft of curb	Table 16-152.G
Gallery	---	---	P ²	P	0	Up to 3 of curb	Table 16-152.H
Arcade	---	---	---	P	0	Up to 3 of curb	Table 16-152.I

Notes

P Allowed in Zone

--- Not allowed in zone

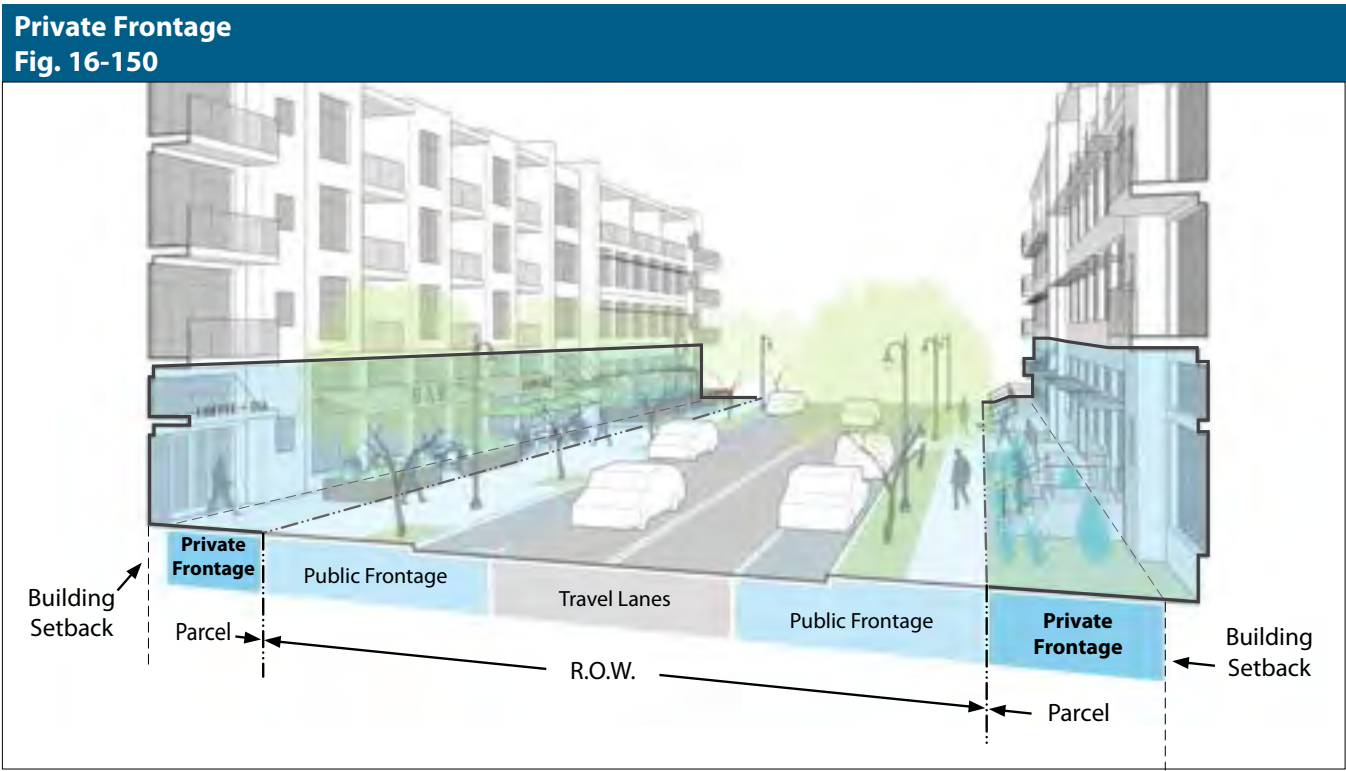
¹ Not on "A" street between 3rd and 6th streets, not fronting plaza park and subject to design review

² Where shopfront overlay applies

³ At a massing break, the edge of the required 15' x 15' area is considered the property line for the purposes of applying frontage type(s) standards.

B. Design

Private frontages - the ground floor face of the building and the space between the building and the sidewalk - define not only the character of each building but collectively define the character of the neighborhood and of the city. Frontages that welcome visitors and other pedestrians are the key single design element of walkable neighborhoods and downtowns, providing the streets and open spaces with a comfortable, pedestrian-scale appearance. On a functional level, the frontage is the transition between the public realm and the private realm, providing a critically important “privacy filter” between the fully public street and the private interior spaces of dwellings: from dooryards, stoops and terraces for a moderate degree of privacy, to shopfronts, galleries and arcades that are designed to bring commercial displays right up to the sidewalk - the opposite of privacy.



Porch (projecting)
Table 16-150.C.1

Porch (Projecting)

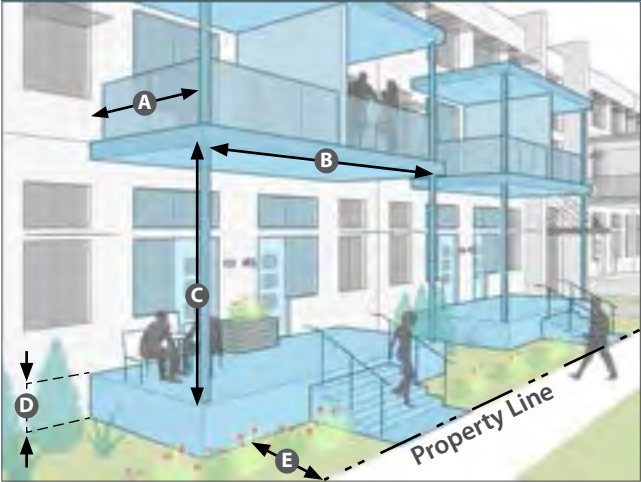
A roofed, unenclosed room, open on three sides, attached to the exterior of a building in the front and/or side street setback that provides a physical transition between the sidewalk and the building. This type of porch is allowed in combination with the Porch (Engaged) type.



Development Standards and Guidelines

- 1. Porches may provide access to multiple ground-floor units.
- 2. Porch materials and design should be compatible with the design of the building.
- 3. Porches may encroach into required front and side street setbacks up to the limit allowed by the zone in Table 16-150.
- 4. Porches may wrap around corner(s) of the building.

Standards (PROJECTING)
Fig. 16-150.C.1



FRONTAGE ELEMENT		MIN	MAX
A	Porch depth (between wall and inside column face)	7 ft.	-
B	Porch width (between corner columns)	10 ft.	-
C	Porch height (measured from porch surface to top of porch columns)	8 ft.	12 ft.
D	Floor height for residential ground floor (measured from adjacent finished grade)	18 in.	3 ft.
E	Separation between porch and fence or sidewalk	5 ft.	n/a

Porch (Engaged)
Table 16-150.C

Porch (Engaged)

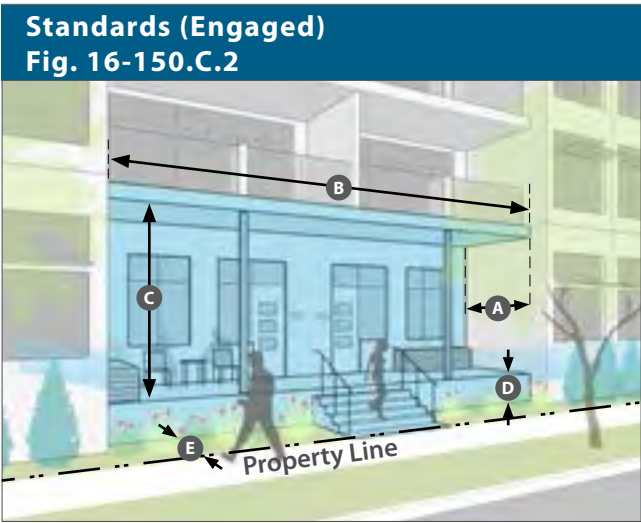
A roofed, unenclosed room, open on one to two sides, attached to the exterior of a building in the front and/or side street setback that provides a physical transition between the sidewalk and the building. This type of porch is allowed in combination with the Porch (Projecting) type.



A modern porch simply supported by a few beams.

Development Standards and Guidelines

- 1. Porches may provide access to multiple ground-floor units.
- 2. Porch materials and design should be compatible with the design of the building.
- 3. Porches may encroach into required front and side street setbacks up to the limit allowed by the zone in Table 16-150.
- 4. Porches may wrap around corner(s) of the building.



FRONTAGE ELEMENT		MIN	MAX
A	Porch depth (between wall and inside column face)	7 ft.	-
B	Porch width (between corner column and building face)	10 ft.	-
C	Porch height (measured from porch surface to top of porch columns)	8 ft.	12 ft.
D	Floor height for residential ground floor (measured from adjacent finished grade)	18 in.	3 ft.
E	Separation between porch and fence or sidewalk	5 ft.	-

Dooryard
Table 16-150.D

Dooryard

A small, elevated or at-grade garden that is located in the front and/or side street setback and enclosed by a low wall located at or near the property line(s). Dooryards may be used for residential and non-residential ground floor activity. For elevated and recessed Dooryards, access from the sidewalk to the Dooryard is via a stair or ramp.



Development Standards and Guidelines

- 1. A landscaped strip between the sidewalk and the Dooryard wall is recommended to provide a visual transition/buffer between the sidewalk and dooryard.
- 2. Walls may extend an additional three feet in height and fences or railings to the height required by the California Building Code (CBC).
- 3. Wall and/or fence design, materials, and finishes shall be consistent with the architectural style of the building.

Standards
Fig. 16-150.D



FRONTAGE ELEMENT		MIN	MAX
A	Size of dooryard	Per building setback	
B	Wall height above adjacent sidewalk	-	4 ft.
C	Wall height above dooryard floor	-	3 ft.
D	Dooryard floor height above adjacent sidewalk	-	18 in.
E	Dooryard floor height below adjacent sidewalk	-	3 ft.

Stoop
Table 16-150.E

Stoop

A stair and landing leading directly from the sidewalk to an elevated building entrance with the ground floor of the building raised to provide additional privacy to the rooms fronting the public street.



Development Standards and Guidelines

1. Stoops may encroach into required front and side street setbacks up to the limit allowed by *Table 16-150*.
2. Landscaping shall be provided in the remaining private setback area, either at grade or in raised planters, and should be uniform or compatible with the streetscape landscaping.
3. The stair may be perpendicular or parallel to the adjacent sidewalk. When parallel to the sidewalk, a landscape buffer of one to two feet shall be provided between the side of stair/stoop and the sidewalk.
4. Stoop landings may be covered or uncovered.
5. Ramps, if provided, should be parallel to façade or along the side of the building, and a landscape buffer of at least one to two feet shall be provided between the ramp and the sidewalk.
6. Adjoining stoops (servicing multiple units) should be limited to two entries. A stoop may also provide access to a common entry which provides access to a corridor servicing multiple units.
7. Gates are not allowed.

Standards Fig. 16-150.E			
FRONTAGE ELEMENT		MIN	MAX
A	Stoop width	4 ft.	8 ft.
B	Stoop depth (not including stairs)	4 ft.	8 ft.
C	Stoop floor height (measured from adjacent finished grade)	18 in.	3 ft.
D	Planter/fence height	-	5 ft.
E	Setback from back of sidewalk	18 in.	-

Common Entry

Table 16-150.F

Common Entry

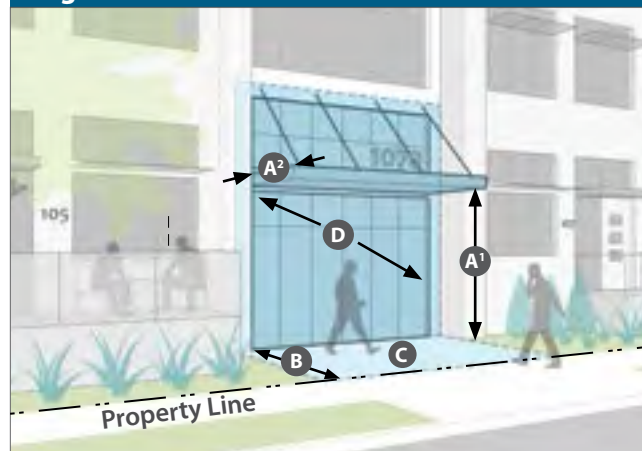
A small public/semi-private space designed to provide access to an entry lobby and/or corridor utilized to provide common access to units on upper floors (with ground floor units typically being accessed directly from the street/sidewalk or common court / yard). This frontage is intended to be applied in addition to (not in lieu of) one or more additional permitted building frontages.



Development Standards and Guidelines

1. Common entries should be clearly visible, and should typically be designed as a focal-point of the ground-floor façade. Designs which engage multiple floors are encouraged.
2. Entry designs which help modulate the façade of the main building are encouraged, (See also "Façade Modulation" in *Section 16-150*).
3. Common entries shall provide a comfortable, attractive outdoor public/semi-private transitional space that allows congregation off of the public sidewalk.
4. Outdoor spaces associated with common entries may be elevated or at sidewalk grade, accessed by stairs, and may additionally be enclosed by a low landscape wall or hedge.
5. Common entries should include awnings/canopies to provide shelter for guests awaiting entry. Entry canopies may encroach into the public right-of-way per the encroachment standards in *Table 16-150* with an encroachment permit.
6. Entry canopies that integrate the building number (street address) into their design are encouraged.

Standards
Fig. 16-150.F



FRONTAGE ELEMENT		MIN	MAX
A ¹	Height to bottom of awning / canopy (clear)	10 ft.	25 ft.
A ²	Awning/Canopy Depth	4 ft.	Within 2 ft of curb
B	Entry distance to back of sidewalk	8 ft.	20 ft.
C	Area of outdoor space (does not include public R.O.W.)	150 ft ²	-
D	Glass area of ground floor lobby wall area	70%	-

Shopfront
Table 16-150.G

Shopfront

A large opening in the façade at or near the sidewalk, enclosed with a door(s) and transparent glass in a shopfront assembly. The primary shop entrance is at the grade of the sidewalk and provides direct access to the commercial/retail restaurant use(s) on the ground floor. The basic required architectural elements comprising the shopfront are large windows, doors with glass, transom windows, and a solid shopfront base. Optional elements include awnings, cantilevered shed roof or canopy, signage, lighting, and cornices.

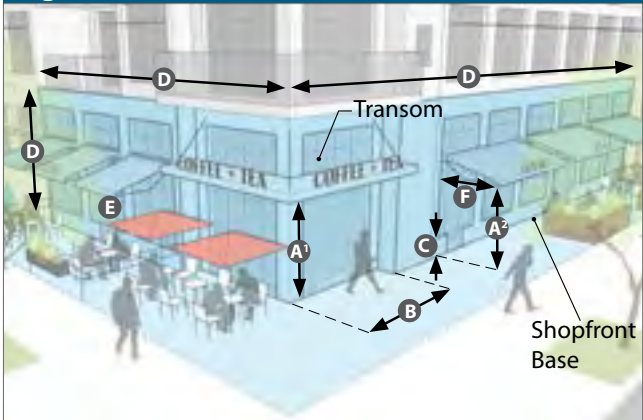


Development Standards and Guidelines

General Guidelines and Configurations:

1. Shopfront opening(s) along the primary frontage shall comprise at least 70% of the ground floor wall area.
2. Walls shall not exceed ten linear feet without openings along Primary Street frontages and 25 linear feet along Side Street frontages.
3. Corner shopfronts should provide continuous and uniform design on both façades.
4. New or renovated shopfronts within historic buildings should emulate or recreate a previous shopfront (from historic photos or drawings) to harmonize with the overall building architecture. This can be flexibly interpreted, for example, when the general form of a new shopfront is like the original but the materials are contemporary.
5. A cornice or horizontal band shall be provided to differentiate the Shopfront from upper levels of the building. This also allows the shopfront to function as the visual base for the rest of the building. In some instances where shopfronts include entablature trim, the horizontal band may be omitted.
6. Merchandising is not allowed to block views into shopfront windows.

Standards
Fig. 16-150.G.1



FRONTAGE ELEMENT		MIN	MAX
A ¹	Height to (clear)/top of shopfront	12 ft.	18 ft.
A ²	Height to bottom of awning / canopy (clear)	8 ft.	10 ft.
B	Width of shopfront bay(s)	10 ft.	20 ft.
C	Height of shopfront base	6 in.	3 ft.
D	Glass area of ground floor wall area (each façade)	70%	-
E	Width of Shopfront on second frontage (corner building)	20 ft.	-
F	Awning Depth	5 ft.	Within 2 ft of curb

Shopfront, Cont'd

Table 16-150.G

Primary Materials:

7. Shopfronts should be of material similar or complementary to the main materials of the building.
 - i. **Traditional shopfront assemblies** shall be constructed from masonry, real stone, stone veneer, wood or stucco;
 - ii. **Modern shopfront assemblies** may be made aluminum, steel, weathering steel or naturally finished wood. Shopfront framing shall be pre-finished.
8. The shopfront may be clad in decorative tiles and similar materials.
9. Pier bases should align with horizontal elements on the shopfront, such as sills.



Shopfronts located at corners should create a similar character on both façades.

Shopfront configurations

Fig. 16-150.G.2



Traditional Shopfront

- 1 Header should be 24 to 36 inches.
- 2 Transoms windows should be equally divided and consistent across the façade.
- 3 Shopfront windows should be equal in size and recessed a minimum of two inches from stucco or masonry piers as adjacent materials.
- 4 Base panels or shopfront base not to exceed 36 inches in height.



Contemporary Shopfront

- Header should either be exposed or a suggested steel beam.
- Transom windows should be equally divided when possible and consistent across the façade.
- Lights should be equal in size when possible, but may be configured in different ways as necessary.
- Base panels may either be glazing or a solid material.
- Main glazing area may either be fixed or an operable door, sectional garage door with glazing or bi-fold door system.

Shopfront, Cont'd

Table 16-150.G

Doors & Windows:

10. Doors should match the materials, design, and character of the display window framing.
11. Shopfront windows should be consistent in size and recessed a minimum of two inches from bounding piers.
12. Shopfront glass should be clear, or very lightly tinted (10% maximum).
13. Reflective coating or dark tinting of shopfront windows is not allowed; where additional shading is needed, frontage types such as arcades and galleries and architectural elements such as awnings and canopies should be applied to shade shopfront openings.
14. Transom windows (horizontal glass panels immediately above the shopfront) are required, and should be equally divided and consistent across the façade. Glass in clerestory and transom windows should be clear, stained glass, or frosted, not tinted.
15. Recessed entries are encouraged as a traditional element of the main street shopfront. Recommended treatments include:
 - I. Enhanced paving materials such as ceramic tile;
 - II. Ornamental ceilings such as coffering;
 - III. Decorative light fixtures.

Awnings:

16. Awning widths shall correspond to shopfront openings and not extend across the entire façade.
17. Awnings or canopies may encroach into the public right-of-way over the sidewalk, extending to a distance within two feet of the face of curb. Primary Street and Side Street setbacks, if any, should be paved with materials consistent or complimentary to the adjacent sidewalk.
18. Canvas awnings may cover shopfronts or balconies, but only in shed configurations.
19. Quarter sphere or quarter cylinder configurations are not allowed.

Lighting:

20. Lighting shall be mounted on the shopfront wall centered on the piers between windows/ doors or centered above the windows/doors of the shopfront. In instances where projected canopies are used over entries the lighting may be mounted in the underside of the shed element.



A glass awning demarcating a store entrance.



Bi-fold restaurant doors opening onto a patio.

Gallery
Table 16-150.H

Gallery

A ground floor colonnade that supports a shed roof or a deck that covers a sidewalk not in the right-of-way. Galleries provide shade, glare control and weather protection to ground floor shop-fronts, making them ideal for retail use.



Design Standards and Guidelines

- 1. Gallery materials, style and design should be consistent with the building.
- 2. Where the shopfront overlay applies, galleries are to be combined with the Shopfront type (See "Shopfront" - Table 16-150.G).
- 3. Column height shall be proportional to the column width.
- 4. Column spacing and colonnade detailing, including lighting, should be consistent with the style of the building to which it is attached.
- 5. Openings in the wall are required no further apart than ten linear feet.
- 6. A railing on top of the gallery is required only if the gallery roof is accessible as a deck.
- 7. Planter boxes or pots may be placed in between columns to provide enclosure for such uses as cafe seating, provided that adequate throughway access is maintained.

Standards
Fig. 16-150.H

	FRONTAGE ELEMENT	MIN	MAX
A	Height (sidewalk to ceiling)	12 ft.	16 ft.
B	Depth (façade to interior column face)	10 ft.	16 ft.
C	Length along frontage (% of building façade width)	25 ft.	100 ft.
D	Setback from Back of Sidewalk	0 ft.	5 ft.
E	Right-of-way	No Encroachment	

Arcade
Table 16-150.I

Arcade

A ground floor colonnade that supports the upper stories of the building over a sidewalk not in the right of way. Arcades provide shade, glare control and weather protection to ground floor shopfronts, making them ideal for retail use.



Design Standards and Guidelines

1. Arcade materials, style and design should be consistent with the building.
2. Where the shopfront overlay applies, arcades are to be combined with the Shopfront type (See "Shopfront" - Table 16-150.G).
3. Column height shall be proportional to the column width.
4. Column spacing and colonnade detailing, including lighting, should be consistent with the style of the building to which it is attached.
5. Openings in the wall are required no further apart than ten linear feet.
6. A railing on top of the arcade is required only if the roof is accessible as a deck.
7. Planter boxes or pots may be placed in between columns to provide enclosure for such uses as cafe seating, provided that adequate throughway access is maintained.

Standards Fig. 16-150.I			
			
FRONTAGE ELEMENT		MIN	MAX
A	Height (sidewalk to ceiling)	12 ft.	16 ft.
B	Depth (façade to interior column face)	10 ft.	16 ft.
C	Length along frontage (% of building façade width)	25 ft.	100 ft.
D	Setback from back of sidewalk	0 ft.	5 ft.
E	Right-of-way	No Encroachment	

16-151 Public Frontage

Sections:

16-151.1	Applicability.....	42
A.	Guidelines.....	42
	<i>Table 16-151; Recommended Public Frontage Types.....</i>	42
B.	Design.....	43
	<i>Figure 16-151; Public Frontage.....</i>	43
	<i>Table 16-151.C; Commercial Sidewalk Guidelines.....</i>	44
	<i>Table 16-151.D; Arcade / Gallery Guidelines.....</i>	46
	<i>Table 16-151.E; Flex Planter Guidelines.....</i>	47
	<i>Table 16-151.F; Sidewalk and Parkway Guidelines.....</i>	48
	<i>Table 16-151.G; Neighborhood Sidewalk and Parking Lane Planter Guidelines.....</i>	50
	<i>Table 16-151.H; Parking Apron Guidelines.....</i>	51
	<i>Table 16-151.I; Parklet Guidelines.....</i>	52

16-151.1 Applicability

The content of this section consists of guidelines that apply to the area between the edge of the right-of-way and on-street parking.

A. Guidelines

- 1. Combinations.** The types allowed in a zone may be combined unless stated otherwise. Public frontages may be combined along a lot's frontage to quickly or gradually transition physical character, subject to City review and approval.
- 2. Adjustments.** Issues may arise in the design process that make it necessary to adjust the details of a public frontage. These guidelines are intended to be adjusted in response to the physical constraints, operational requirements, or emergency access requirements, with consideration of best roadway design practices and subject to city approval.

Recommended Public Frontage Types
Table 16-151

Type	Downtown Zones				See Reference for Guidelines
	DT E	DT E-O	DT G	DT C	
Commercial Sidewalk	---	P	P ²	P	Table 16-151.C
Arcade / Gallery	---	---	---	P	Table 16-151.D
Flex Planter	---	P	P ²	P ¹	Table 16-151.E
Sidewalk and Parkway	P	P	P	---	Table 16-151.F
Neighborhood Sidewalk and Parking Lane Planter	P	P	P	---	Table 16-151.G
Parking Apron	---	P	P ²	---	Table 16-151.H
Parklet	---	---	---	P	Table 16-151.I

Key

P Recommended in Zone

--- Not recommended

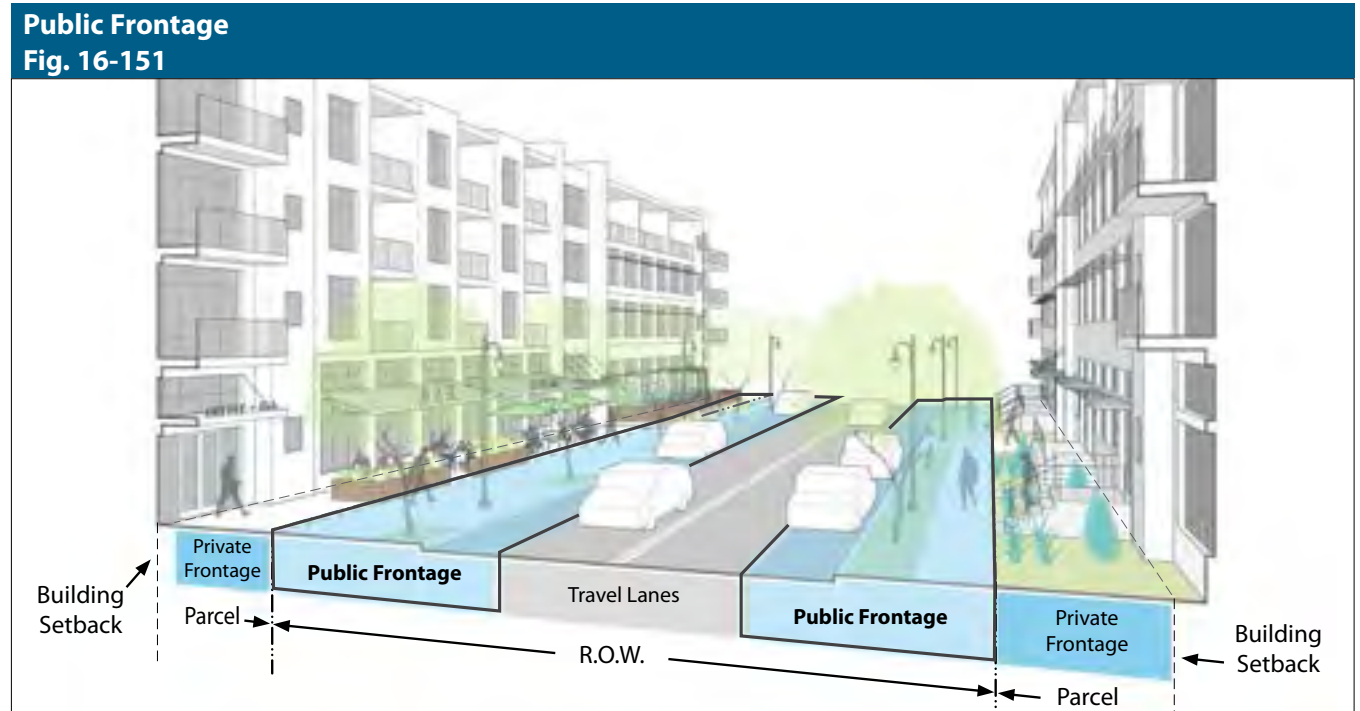
¹ Recommended only on side streets

² Recommend only where non-residential ground floor allowed

B. Design

Public frontages – the space between the back of the sidewalk and the on-street parking – define not only the character of each building but collectively define the character of the neighborhood or mixed-use place as a whole. Frontages that welcome pedestrians are the most important single design element of walkable urban mixed use places, providing the streets and public open spaces with a comfortable, human-scale, lived in appearance.

On a functional level, the frontage is the transition between the public realm and the private realm, providing a critically important 'privacy filter' between the fully public street and the interior spaces of buildings. A series of frontage types are applied through this section ranging from commercial sidewalks, arcades and galleries for main streets and main street corners to stoops and door yards for ground floor housing at the other end of the spectrum.



Commercial Sidewalk Guidelines

Table 16-151.C



GROUND-FLOOR USE	FLEX / CAFÉ ZONE	PEDESTRIAN ZONE	LANDSCAPE & FURNITURE ZONE	PARKING & PLANTER ZONE	SHARED TRAVEL ZONE
<i>Private Setback</i>		<i>Public Right-of-Way</i>			
COMMERCIAL	<i>Optional; may simply be additional sidewalk; See Section 16-150 (Private Frontage)</i>	<i>Per City Sidewalk Standards</i>	<i>Tree wells / planters</i>	<i>Parking Lane Planters (optional)</i>	<i>Per City Street Standards</i>
RESIDENTIAL	<i>This type is not intended for residential ground floors</i>				

Description

The commercial sidewalk is the prototypical public frontage type for commercial and mixed-use centers, designed to balance comfortable pedestrian circulation with generating active commercial ground-floors that "spill out" into the street.

1. Pervious pavers are encouraged in Café and Landscape/Furniture zones;
2. Shade tree canopy should be appropriately high to maintain strong shopfront/signage visibility;
3. Where parking lane planters are provided to provide additional shade to parked cars, they should be staggered with trees in sidewalk planters;
4. Benches and seating areas should be located under canopy trees;
5. Parklets may be added into parking lanes for additional outdoor dining space (See "Parklets" - Table 16-151.I)



Example of an urban sidewalk, with pedestrian, landscape, and cafe zones clearly delineated.

Commercial Sidewalk Guidelines, Cont'd

Table 16-151.C

Diagonal Parking Alternative

Head-in or back-in diagonal parking configurations are recommended on commercial streets in mixed-use districts where additional on-street parking is beneficial.

6. For additional shade and street enclosure, Parking lane planters are recommended. Recommended spacing is every two to six spaces;
7. Pervious paving materials are encouraged in parking lanes for additional stormwater infiltration;
8. Where feasible, gutters should be located at the back of parking lanes (between parking and travel lanes) for an improved pedestrian environment.



This sidewalk dining area is located within the Landscape & Furniture Zone, designed around a canopy tree to shade the space.



The landscape & furniture zone can accommodate a variety of streetscape elements, including landscape, seating, bicycle parking, lighting, signage, traffic control, and more.

Outdoor Dining Areas

9. May be located on the public right-of-way adjacent to the restaurant serving the outdoor dining area after review of the application by appropriate city departments and issuance of an encroachment permit or license agreement.
10. Shall leave clear space for pedestrian movement between the outer edge of the outdoor dining area and the curb and shall not restrict emergency access, and accessible path.
11. Shall be at least 15 feet away from a bus stop or bus shelter.
12. All furnishings of a sidewalk outdoor dining area including, but not limited to, Tables, chairs and decorative accessories, shall be readily movable and maintained in good condition.
13. No part of the outdoor dining area may be permanently attached to public space. The person to whom the business license for the outdoor dining area is issued shall repair any damage done by the outdoor dining area to public property.
14. When the outdoor dining area or the adjacent restaurant is occupied, no exit door shall be locked, bolted or otherwise fastened or obstructed so that the door cannot be opened from the inside.
15. Chairs and Tables shall be arranged so as to provide for clear access to an exit. No part of an aisle shall be used in any way that will obstruct its use as an exit or that will constitute a hazardous condition.
16. Shall be maintained in an orderly condition in compliance with the approved plan(s) for the outdoor dining area.

Arcade / Gallery Guidelines
Table 16-151.D



GROUND-FLOOR USE	FLEX PEDESTRIAN ZONE (ARCADE)	PEDESTRIAN ZONE	PARKING & PLANTER ZONE	SHARED TRAVEL ZONE
Private Setback		Public Right-of-Way		
COMMERCIAL	May include outdoor dining areas	Per City Sidewalk Standards	Plants in containers or planters every 2-3 spaces (where applicable);	Per City Street Standards
RESIDENTIAL	This type is not intended for residential ground floors			

Description

The Arcade/Gallery Public Frontage Type (Also a Private Frontage Type in *Tables 16-150.H-I*) is a variation of the Commercial Sidewalk that provides additional shade and enclosure and allows activity on upper floors over the private sidewalk.

- 1. Tree canopies should be at or above the level of the arcade with approximately 15' clearance from arcade to trunk;
- 2. Signage within the arcade should be simple and compatible with the architectural character of the arcade/gallery;
- 3. A clear path (of four to six feet) for pedestrian circulation should be provided (either within, or outside of the arcade/gallery)
- 4. Potted plants and other "soft" landscape materials are encouraged within and outside of the arcade and should be simple and compatible with the architectural character of the arcade/gallery.



Example of an Arcade / Gallery shopfront along a main street.

Flex Planter Guidelines

Table 16-151.E



GROUND-FLOOR USE	FLEX FRONTAGE / SETBACK ZONE	PEDESTRIAN ZONE	LANDSCAPE & FURNITURE ZONE	PARKING & PLANTER ZONE	SHARED TRAVEL ZONE
<i>Private Setback</i>		<i>Public Right-of-Way</i>			
COMMERCIAL	See zone for Building Setback requirements See 16-150 (Private Frontage)	Per City Sidewalk Standards	Pervious hardscape;	Parallel OR diagonal parking (may include parking-lane planters)	Per City Street Standards
	See also Commercial Sidewalk (Table 16-151.C)				
RESIDENTIAL	Refer to guidelines for Sidewalk & Parkway (Table 16-151.F)				

Description

The Flex Planter is a variation on the typically residential "Sidewalk and Parkway" type, allowing substitution of parkway landscaping for pervious pavers/hardscape. This type is available to accommodate flexibility in ground-floor use - notably focused nodes of ground-floor retail on an otherwise residential (or office) fronted street.

1. Hardscape in parkway should be compatible in colors, materials, and style with the building(s) it is servicing;
2. Pervious pavers are recommended, but other materials may be utilized if better suited to the architectural style of the business(es) / unit(s) the flex planter is servicing;
3. Where more than one lot elect to utilize the Flex Planter frontage, hardscape uniformity should be coordinated;
4. Flex planters should be designed to accommodate existing street trees with tree wells/planters.



Parkway filled-in with pervious pavers to accommodate sidewalk dining.

Sidewalk and Parkway Guidelines

Table 16-151.F

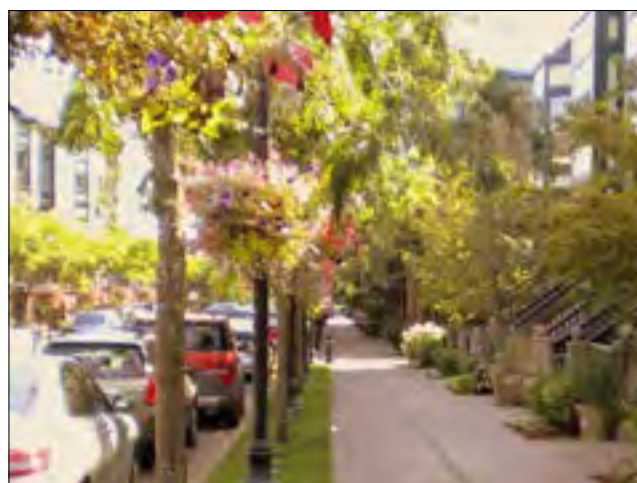


GROUND-FLOOR USE	PRIVATE FRONTAGE / SETBACK ZONE	PEDESTRIAN ZONE	LANDSCAPE & FURNITURE ZONE	PARKING & PLANTER ZONE	SHARED TRAVEL ZONE
<i>Private Setback</i>		<i>Public Right-of-Way</i>			
RESIDENTIAL	See zone for Building Setback requirements See Section 16-150 (Private Frontage)	Per City Sidewalk Standards	Continuous landscaped parkway;	Parallel; Pervious paving encouraged	Per City Street Standards
COMMERCIAL	This type is not intended for commercial ground-floors				

Description

The Sidewalk and Parkway is the most common Public Frontage for residential streets. It provides a comfortable and attractive landscape buffer between the sidewalk and ground-floor residential units, and the moving traffic of the street, while providing space for street furnishings, lighting, and canopy trees to shade to the street, sidewalk and units.

1. Drought-tolerant plant species and decomposed granite or mulch groundcover are recommended for parkway landscaping;
2. Broad-canopy trees that maximize shade and street enclosure are recommended for residential streets;
3. Hardscape "breaks" in the parkway are recommended approximately every 50 feet for pedestrian access;



An elegantly landscaped sidewalk and parkway on a multi-family residential street with stoops leading up to ground-floor units.

Sidewalk and Parkway Guidelines, Cont'd

Table 16-151.F



In this variation, street trees are provided on the opposite side of the sidewalk providing additional shade to the dooryards.



Parkway designs that provide stormwater management and infiltration are encouraged.



Beautifully landscaped parkway with regular concrete paths to accommodate easy access to on-street parking.



Drought-tolerant landscaping, with mulch groundcover and pavers to provide pedestrian access between sidewalk and street.

Neighborhood Sidewalk and Parking Lane Planter Guidelines
Table 16-151.G

				
GROUND-FLOOR USE	PRIVATE FRONTAGE / SETBACK ZONE	PEDESTRIAN ZONE	PARKING & PLANTER ZONE	SHARED TRAVEL ZONE
<i>Private Setback</i>		<i>Public Right-of-Way</i>		
RESIDENTIAL	<i>See zone for Building Setback requirements</i> <i>See Section 16-150 (Private Frontage)</i>	<i>Per City Side-walk Standards</i>	<i>Parallel; Planters; spaced every 2-4 spaces.</i>	<i>Per City Street Standards</i>
COMMERCIAL	<i>This type is not intended for commercial ground-floors</i>			

Description

The Neighborhood Sidewalk type is designed for urban neighborhood streets where compact, narrow, well-shaded streets are desired -- or where existing sidewalk widths/configurations are not adequate for landscape/tree planters. By locating canopy (shade) trees in parking-lane planters, the parking lane is dual-functioning - providing parking and parkway.

- 1. To aid in groundwater infiltration, pervious paving materials are recommended for parking lanes.
- 2. Open-back planters that allow additional stormwater capture are encouraged.
- 3. Drought-tolerant plant species and decomposed granite or mulch groundcover are recommended for planter landscaping;
- 4. Broad-canopy trees that maximize shade and street enclosure are recommended.



Example of a parking lane planter in an urban context.

Parking Apron Guidelines

Table 16-151.H



GROUND-FLOOR USE	PRIVATE FRONTAGE / SETBACK ZONE	PARKING & PLANTER ZONE	SHARED TRAVEL ZONE
	<i>Private Setback</i>		<i>Public Right-of-Way</i>
RESIDENTIAL	<i>See zone for Building Setback requirements</i>	Parallel, with pervious paving	<i>Per City Street Standards</i>
COMMERCIAL	<i>See Section 16-150 (Private Frontage)</i>	Planters; spaced every 2-4 spaces.	

Description

The Parking Apron type is designed for compact, narrow, well-shaded shared-street environments - typically a single-block in length. By locating canopy (shade) trees in bulb-out planters in the parking lane(s), and omitting a formal sidewalk and parkway, the street can be made very narrow, discouraging through traffic.

1. To aid in groundwater infiltration, pervious paving materials are recommended for parking lanes;
2. Tree planters are at grade, and can be additionally defined by low metal gates, or grates;
3. Rolled-curbs or "zero-curb" applications are appropriate for this type.



Example of a parking apron in a shared-street environment.

Parklet Guidelines

Table 16-151.I



GROUND-FLOOR USE	FLEX / CAFÉ ZONE	PEDESTRIAN ZONE	LANDSCAPE + FURNITURE ZONE	PARKING + PLANTER ZONE	SHARED TRAVEL ZONE
			PARKLET ZONE		
Private Setback		Public Right-of-Way			
COMMERCIAL	Refer to "Commercial Sidewalk" (See Table 16-151.C)		Should be fully contained within parking and planter zone (24 inch buffer recommended between parklet and travel lane); 36-inch buffer between adjacent parking spaces Parklet design should include physical barrier to travel lanes (railing, planter, etc); Parklet should be flush with sidewalk		Per City Street Stan- dards
RESIDENTIAL	Refer to "Sidewalk & Parkway" (See Table 16-151.F)				

Description

Parklets are semi-permanent public spaces that may replace on-street parking spaces (in a variety of contexts) where additional outdoor space - often for sidewalk dining or street furnishing - is desired. As such, they offer a high degree of flexibility to be moved, removed, expanded or redesigned as local conditions and urban context evolve over time.

1. Parklets should provide a comfortable buffer (barrier) between seating and moving traffic;
2. Parklets should be raised flush with sidewalk grade;
3. Parklets should include comfortable seating, shaded areas, landscaping;
4. Parklets should be constructed of high-quality materials and be compatible with the colors, materials, and style of the buildings they are servicing -- as well as the street.

Parklet Guidelines, Cont'd

Table 16-151.I



Bird's-eye-view of a parklet in an urban setting which contributes comfortable seating areas, landscaping, signage, and bicycle parking to the overall streetscape environment.



Example of an elegant dining parklet using a landscape planter/bench as a physical barrier from traffic.



An attractive parklet that adds seating and landscaping to this urban streetscape.



Example of an urban parklet in a downtown providing seating and recreation to an otherwise narrow sidewalk.



A large parklet that provides a significant amount of outdoor dining space along an active "restaurant row" frontage.

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16-152 Private Open Space

Sections:

16-152.1	Applicability.....	55
A.	Standards.....	55
	<i>Table 16-152; Private Open Space</i>	55
B.	Design.....	55
	<i>Table 16-152.C; Court</i>	56
	<i>Table 16-152.D; Side Yard</i>	58
	<i>Table 16-152.E; Rear Yard</i>	60
	<i>Table 16-152.F; Roof Deck</i>	61
	<i>Table 16-152.G; Passage</i>	62
	<i>Table 16-152.H; Balcony</i>	63
	<i>Table 16-152.I; Landscape and Outdoor Lighting</i>	64

16-152.1 Applicability

The standards of this section apply to new buildings and additions.

A. Standards

1. At-grade open space must be directly accessible from the adjacent ground floor.
2. The minimum usable open space area is in addition to the setbacks required by the zone. The minimum required area may be provided by enlarging any or all allowed usable open space(s) beyond the minimum required area or by providing multiple open space(s) with a minimum dimension as identified in *Table 16-152*.
3. The dimensions in *Table 16-152* reflect the required size in order to qualify as usable open space.

Private Open Space
Table 16-152

Usable Area Required	5% of total lot area for lots ≤ 8,000 SF; 10% of total lot area for lots > 8,000 SF
Usable Open Space Types	Reference
Court	16-152.C
Side Yard	16-152.D
Rear Yard	16-152.E
Roof Deck	16-152.F
Passage	16-152.G
Balcony	16-152.H

B. Design

On-site open space – the space between buildings – contributes to the physical form and character of an individual building as well as for an entire block and neighborhood. Several types of spaces can be used to provide complete or partial separation between neighboring buildings and on the lot of an individual building. These spaces range from courtyards ('court') to side yards and rear yards to balconies and roof decks. In addition, passages can be used to provide open space that links to sides of a block while creating new building addresses and frontages.

Court

Table 16-152.C

1. Description

A semi-public, shared open space within a lot. It is a well-defined, coherent area that is an essential component of the project's design, not merely space left over after the building mass is placed. Courts generally provide visitor access from the street to dwellings, retail or office spaces, and/or buildings within the lot that lack direct frontal access from the street. The degree of enclosure or openness may vary per the requirements of each zone and the design intent of the project designer.

2. Configuration and Size

a. **Configuration.** Courts are to be placed in any or all of the following ways:

- i. **Open to Street.** The Court adjoins the minimum Primary Street setback line creating a deep, combined garden/terrace facing the street.
- ii. **Side Court.** The Court is placed along the side yard of the parcel to work together with a court or back yard on an adjacent lot to create the effect of one large open space;

Provide a contiguous space for entrances to a neighboring existing building that face the proposed project and are located close to the property line, to face;

When the adjoining lot contains a single-family house, to create a large open space next to the house.

iii. **Internal Courtyard.** The Court is an internal courtyard, entirely contained within the building.

iv. **Special Circumstances.** When a site contains an exceptional feature, such as a large, healthy tree, the Court is placed to retain and take advantage of that special feature.

b. **Size.** At least 15 feet by 25 feet.

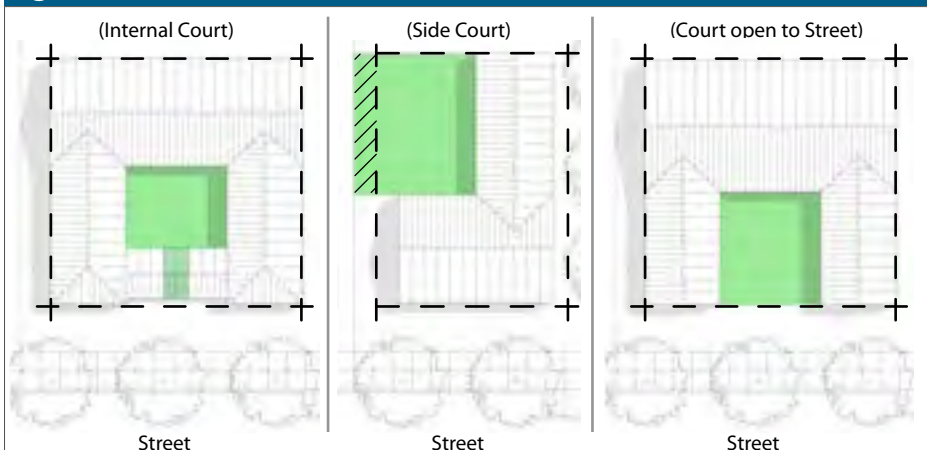
c. **Enclosure.** A Court's perimeter is defined by walls on at least two sides, and on a third side by walls or architectural or landscape elements such as low walls or trellises, or linear landscape elements such as hedges or rows of trees.

One side of a Court may be defined by a building wall or a linear landscape element on an adjoining property.

Driveways located adjacent to a Court shall be screened by architectural elements such as low walls or trellises, or linear landscape elements such as hedges or rows of trees so as not to appear to be located within the Court.

d. **Encroachments into Courts.** Dooryards, stoops, and architectural elements may encroach into the Court up to a total of 30 percent of the width and/or length.

Court Configurations
Fig. 16-152.C



Court, Cont'd

Table 16-152.C

3. Design

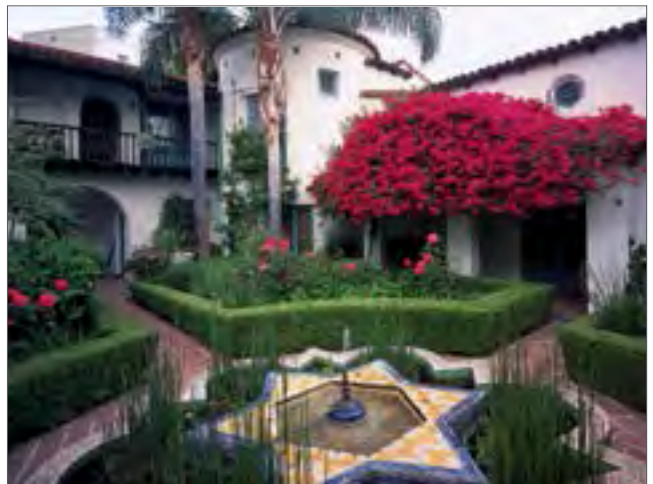
- a. **Common Area.** Courts shall be designed to be gathering places for the occupants and also circulation spaces through which pedestrian access is provided from the street to any buildings (or portions of buildings) that lack direct street frontage. Courts provide a central, flat area that is usable and encourages human activity and interaction. This area contains a combination of paving and landscaping.
- b. **Private Area.** Courts shall be designed to provide for private access to dwellings and businesses that lack direct street frontage. Courts should also provide space for private patios and terraces.
- c. **Amenities.** Courts shall include public amenities such as seating areas, fountains, BBQ islands and/or outdoor fireplaces to encourage their use as common outdoor rooms or gathering places.
- d. **Finishes.** Court materials, finishes, fixtures, and colors shall be designed in a manner that is consistent with the architectural style of the building.
- e. **Landscape.** Except for paved areas, courts shall be planted with trees, shrubs, decomposed granite or other appropriate ground cover and water conserving plant materials. Arbors, trellis structures and raised planter/seating walls are allowed. Court planting may be in permanent planters or pots/containers.

The top of planter walls shall not be taller than a bench, but some may be up to 36" if so required to support the health of plantings.

Trees are to be selected for their ultimate scale to the space, for shade and to screen views to and from neighboring buildings.



The side courts of these two buildings work together to create a single space.



An internal court with a fountain as its focal point.



A court that provides outdoor dining.

Side Yard
Table 16-152.D

1. Description

An open space along one side of a lot. Side Yard open space is allowed on both sides of the lot. Side Yards are semi-private spaces through which visitor access is provided to one or more buildings or dwellings, or may be private spaces for the exclusive use of the residents of one or more dwellings.

Side Yards of single-family dwellings are private, primarily landscaped open spaces. For multi-family or non-residential buildings, Side Yards may be designed for the shared use of all tenants, or divided into private areas for the use of a specific dwelling.

Configuration and Size

- a. **Configuration.** Side Yards are located between the building and the side property line. The yard area can provide a contiguous space for entrances to a neighboring existing building that face the proposed project and are located close to the property line.
- b. **Size.** At least 12 feet by 20 feet.
- c. **Encroachments.** Dooryards, porches, stoops, and architectural elements may encroach into the Side Yard up to a total of 30-percent of the width and/or length.

Side Yard Configurations
Fig. 16-152.D



Not counted towards required open space
Required building setback

Side Yard, cont'd
Table 16-152.D



A paved side yard provides access to this single family house.



All units face the court with their public rooms.



The side yard of this multi-family building provides access to adjoining units.



The side yard of this multi-family building provides access to adjoining units.

Rear Yard
Table 16-152.E

1. Description

A private, landscaped open space located behind the building.

2. Configuration and Size

- a. **Configuration.** Rear yards, also known as "back yards" are located behind the primary building, generally away from the view of the Primary Street. For buildings with two or more units, rear yards may be divided into separated private yards in compliance with the site requirements below.
- b. **Size.** Minimum dimensions of 15 feet x 15 feet.
- c. **Encroachments.** Dooryards, porches, stoops, and architectural elements may encroach into the Side Yard up to a total of 30-percent of the width and/or length.



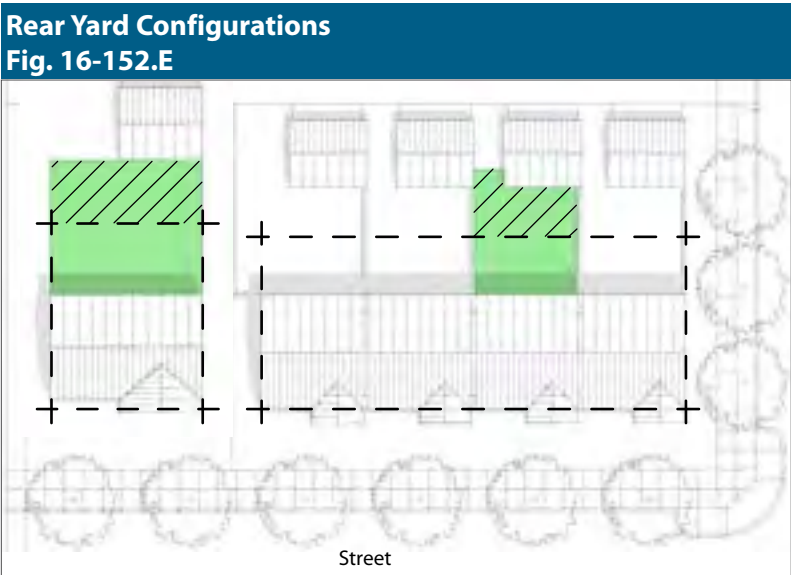
A back yard with a large paved area surrounded by border planting.



A drought tolerant back yard.



A back yard seating area and outdoor fireplace.



Roof Deck

Table 16-152.F

1. Description.

An open space on the roof of the building. The space(s) that may be assigned to individual units or a shared open space available for use by all residents or tenants.

2. Configuration and Size

- a. **Configuration.** Roof Decks may be located on a portion or all of a building's roof, in compliance with the California Building Code (CBC) access and exiting requirements.
- b. **Size.** Minimum dimensions of 15 feet x 15 feet.
- c. **Amenities.** Roof Decks shall include trellises, landscaping, seating areas, fountains, and/or outdoor fireplaces to encourage their use as outdoor rooms or gathering places.
- d. **Finishes.** Materials, finishes, fixtures, and colors visible from the street shall be designed in a manner that is consistent with the architectural style of the building.



Multiple roof decks on one building.



A roof deck seating area.



A roof deck restaurant.

Passage

Table 16-152.G

1. Description

An open space that provides a pedestrian connection between or through buildings from the street to a space or between spaces. Passages may be covered or uncovered.

2. Configuration and Size

- a. **Configuration.** Passages shall have a basic rectangular shape and may be open to the sky or covered by a roof or upper floors. Passages may be gated or completely open to the street, but shall be unobstructed by garden walls or other solid elements that impede views into and out of the space to which they provide access.
- b. **Size.** At least 15 feet wide. When the passage exceeds 50 feet in length, the minimum required width for the entire passage is 18 feet.
- c. **Encroachments.** Dooryards, porches, stoops, and architectural elements may encroach into the passage up to a total of 4 feet.



Peppertree Lane in Laguna Beach is a great example of a covered passage.



Example of a side yard passage providing access to a Side Court.



Example of an uncovered passage.

Balcony

Table 16-152.H

1. Description.

A small open space for an individual unit or a shared open space available for use by more than one unit.

2. Configuration and Size

- a. **Configuration.** Balconies may project from the façade or be recessed, in compliance with the California Building Code (CBC).
- b. **Size.** Balconies must be a minimum of 6 by 8 feet in order to contribute towards the required amount of private open space. Juliet balconies - very shallow balconies with a safety railing protecting a large openable window on an upper floor - are encouraged when appropriate to the architecture of the building, but do not count contribute towards the required amount of private open space.
- c. **Finishes.** Materials, finishes, fixtures, and colors visible from the street shall be designed in a manner that is consistent with the architectural style of the building (see Figs. 147.3.D and 147.4.D).
- d. **Design.** Balconies must be designed so that they are integral to the overall design of the building and its massing. Balconies should not simply be platforms hanging off the front of the building.



Corner Balconies.



Corner balconies above a cafe.



A shared balcony.

Landscape and Outdoor Lighting

Table 16-152.I

1. Landscape Materials

- a. New or modified landscape and irrigation shall comply with the following:
 - i. Turf is not to exceed 30 percent of the landscape areas in residential developments.
 - ii. Paving materials shall be decorative and complementary to the main building design.
 - iii. Decorative water features shall use re-circulating water and recycled water.

2. Landscape on Private lots

- a. **Green screen.** Landscape should be used to soften walls and fences and provide a green screen, where appropriate, between commercial buildings and adjacent residential properties.
- b. **Stair treads.** Exterior stair risers and treads shall be constructed of durable and permanent materials and in a manner that is consistent with the design of the rest of the building.

3. Irrigation

Permanent and automatic irrigation systems shall be provided for all landscaped areas per the city's design criteria and specifications.

4. Climate mitigation

Trees, shrubs, hedges, and deciduous vines should be used to minimize solar heat gain during the summer and maximize heat gain during the winter.

5. Sustainable Stormwater Management

- a. Stormwater system to comply with city's standards.
- b. Ground water recharging and stormwater runoff limits should be facilitated on all parts of new building sites. Possible strategies include:
 - i. Rain gardens and vegetated bioswales that convey and infiltrate rainwater.
 - ii. Pervious pavement that allows stormwater to infiltrate directly into the ground below. Acceptable permeable surfaces include pervious concrete, pervious pavers, decomposed granite, and gravel.

6. Site Lighting

- a. **Lighting.** Lighting levels shall be no less than 1 footcandle and no more than 7 footcandles, in compliance with 16-320.
- b. **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.
- c. **Extent.** Site lighting includes illumination of parking areas, buildings, pedestrian routes, and public ways.
- d. **Clearance.** The bottom of a lamp along a sidewalk or other path being lighted should not be more than 20 feet above the ground.
- e. 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.



A curbside rain garden collects and filters storm water.

16-153 Public Open Space

Sections:

16-153.1	Applicability.....	65
A.	Standards.....	65
	Table 16-153; Required Public Space.....	65
	Table 16-153.B; Plaza.....	66
	Table 16-153.C; Pocket Park.....	67
	Table 16-153.D; Paseo.....	68



A public green integrated within a main street environment.

16-153.1 Applicability

This section establishes the standards for the types of public space based on the intended physical character through three types of spaces: 1) Plazas; 2) Pocket Parks; and 3) Paseos. These types are generally based on their function. Collectively, the civic spaces are designed to function as a comprehensive system of public open space that supports the variety of physical contexts in mixed use places.

The standards of this section apply to a new building(s) on a site of at least 20,000 square feet.

A. Standards

Each development subject to this section is required to provide on-site public space as identified in *Table 16-153*.

Required Public Space
Table 16-153

Site Size	Min Public Space to be Provided
20,000 sq ft to 2 acres	min 7%
> 2 acres	min 10%

Plaza

Table 16-153.B

Plaza

A formal publicly accessible space with focused landscaping and hardscape for civic purposes and commercial activities, spatially defined by building frontages, and located at the intersection of important streets or pedestrian paths.

The plaza's principle function is to serve as a flexible gathering space and to support civic and commercial activities such as farmer's markets, music concerts and art fairs. The plaza's design serves all ages and abilities providing convenient pedestrian connections through the space to the surrounding building frontages.



A plaza square with a central fountain and seating areas.

Design Standards and Guidelines

4. Landscape

- a. Landscape materials should be a balance of drought-tolerant trees, plants and groundcover that provide significant shade and interconnected spaces for convenient movement through the space.
- b. The ground surface should vary to provide a sense of physical movement across the plaza as well as support water drainage and reclamation patterns.
- c. Furnishings such as benches, chairs, Tables and drinking fountains should be provided.

5. Design Details and Elements

- a. **Size.** No dimension may be less than 35 feet.
- b. **Visibility.** The plaza is visible from adjacent streets. Pedestrians and motorists alike must be able see through the space to the building façades at the back of the plaza.
- c. **Frontages and Adjacencies.** The plaza has street frontage on at least one side.
- d. **Lighting.** Illumination levels should be at least 1 foot-candle and not more than 7, per on-site lighting standards (*Section 16-320*)
- e. **Structures and Improvements.** The space should provide iconic locations for pavilions, kiosks, bandstands, public art, water features and monuments to enhance the space while not obstructing views and pedestrian connections.



Plazas create essential gathering spaces that support local commercial and retail uses.

Pocket Park

Table 16-153.C

Pocket Park

A small public open space tucked into a block generally for the recreation of children, generally fenced and may include an open shelter. Pocket Parks may be located anywhere within a block but should be strategically placed and sized to contribute to the larger network of open spaces. Pocket parks are often ideal on small neighborhood blocks adjacent to blocks that have larger open spaces.

Pocket parks may serve as gateways or iconic markers for smaller neighborhood sub-areas.



A combination of turf and simple hardscapes.



Neighborhood-serving recreation facilities are ideal for Pocket Parks.

Design Standards and Guidelines

1. Landscape

- a. 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.
- b. Unobstructed lawn, planting beds, hardscape, and or drought tolerant landscape are recommended.
- c. Trees should be arranged either naturalistically or formally and shall be of sufficient scale for the context.

2. Design Details and Elements

- a. **Size.** No dimension may be less than 35 feet.
- b. **Visibility.** Visibility across, from one side of the Pocket Park to the other is required. Hedges and walls shall not exceed 36 inches in height.
- c. **Frontages and Adjacencies.** The Pocket Park fronts at least one public street when located mid-block, or two public streets on the corner of a block.
- d. **Shading.** Shade structures are allowed but shall be reviewed for appropriate scale and to not visually dominate the space.
- e. **Lighting.** Illumination levels should be at least 1 foot-candle and not more than 7, per on-site lighting standards (Section 16-320)
- f. **Structures and Improvements.** Structures may include by are not limited to pergolas, trellises, small monuments, water features, and pedestrian amenities (benches, Tables, drinking fountains, etc.), bike racks, playground equipment and informal athletic courts that provide a focus to the Pocket Park.

Paseo

Table 16-153.D

Paseo

A narrow public pedestrian way that provides beautiful mid-block connections. Paseos can accommodate residential, commercial and other non-residential frontages. Paseos present the opportunity to improve pedestrian connectivity and safety while reducing the need for vehicular right-of-ways. Paseos lead or connect to other streets or open spaces.

Paseos can provide additional locations for shop-fronts, patios and outside dining, informal open spaces and mini-plazas between buildings.



A Paseo can create active pedestrian environments with dining areas.

Design Standards and Guidelines

1. Landscape

- a. Trees may be arranged at varying intervals along the side or in the middle of the Paseo to accommodate pedestrian furniture and seating areas. Variability in tree species, size and spacing is allowed.
- b. Landscaping should allow for pedestrians to meander through the Paseo side-to-side, especially in paseos lined with commercial frontages, but a defined route should encourage movement through the space.

2. Design Details and Elements

- a. **Size.** Paseos range in width from 10-25 feet in width and up to the entire depth or length of a block.
- b. **Visibility.** All buildings along paseos have an entrance on the Paseo.
- c. **Frontages and Adjacencies.** Residential and non-residential buildings open directly onto the Paseo with the integration of stoops, patios and similar frontages.
- d. **Lighting.** Illumination levels should be at least 1 foot-candle and not more than 7, per on-site lighting standards (*Section 16-320*).
- e. **Structures and Improvements.** Small side courts, rest areas and pedestrian amenities (benches, picnic Tables, etc.) may be located in the Paseo.



Wide paseos with significant landscaping create a natural and private environment between multi-family buildings.

16-154 Signage

Sections:

16-154.1	Applicability.....	69
A.	Standards.....	69
	Table 16-154; Allowed Signage Types.....	69
B.	Design.....	70
	Table 16-154.C; Façade Sign.....	72
	Table 16-154.D Window Sign.....	74
	Table 16-154.E Projecting Sign.....	76
	Table 16-154.F Sidewalk Sign.....	78
	Table 16-154.G Digital Sign.....	80
	Table 16-154.H Directory Sign.....	81

16-154.1 Applicability

This section establishes the standards for signage on individual buildings and their sites. Each new sign or modification to an existing sign is required to be designed in compliance with the standards and guidelines of this section. Except for temporary signs regulated by *City Code 16-477*, the standards of this section replace all existing sign standards and guidelines for parcels in the Downtown Code Boundaries but use the processing requirements in *Section 16-600 (Sign Permits Required)*. Signage is allowed as identified in *Table 16-154* and in compliance with the allowed use(s) in the zone. One sub-zone is identified in this Table because the allowed uses vary from the base zone and the corresponding signage needs to be regulated.

A. Standards

- 1. Total Signage Amount.** Each building may contain all of the allowed signage types in compliance with the applicable standards and subject to design review and approval by the Review Authority identified in *Table 16.145* and processed per *Section 16-600 (Sign Permits Required)*.
- 2. Combinations.** The types allowed in a zone may be combined unless stated otherwise. Sign types may be combined along each lot frontage to transition physical character. The transitions are subject to City review and approval. Multiple sign types on one building or site are subject to design review by the Director.
- 3. Prohibited Signs.** The following types of signs are not allowed: internally illuminated cabinet signs, permanent banners, pole mounted or lollipop signs, feather flags or inflatables, billboards, signs that produce smoke or sound, signs with animated or moving characters (except digital/electronic signs), changeable copy signs (except for theaters or concert venues).

Allowed Signage Types
Table 16-154

Type	Downtown Zones				See Reference for Standards and Guidelines
	DT E	DT E-O	DT G	DT C	
Façade	P	P	P ¹	P	Table 16-154.C
Window	---	P	P ¹	P	Table 16-154.D
Projecting (Blade)	---	P	P ¹	P	Table 16-154.E
Sidewalk	---	---	P ¹	P	Table 16-154.F
Digital	---	---	SUP ¹	SUP	Table 16-154.G
Directory	P	P	P	P	Table 16-154.H

Key

P allowed subject to applicable requirements
 --- not allowed in zone

Notes

¹ Only where shopfront required or used.

B. Design

The following standards and guidelines shall be used in reviewing the design of individual signs. Substantial conformance with each of the following is required before a sign or building permit can be approved.

1. General

- a. A building is allowed multiple types of signs as allowed by *Table 16-154*.
- b. In order to avoid sign clutter, signage is allowed only on façades that have building entrances.
- c. Signs shall not cover or obscure building entrances, cornices, columns, or other prominent architectural elements or details. Signs on windows, doors, storefronts, are allowed as specified in *Table 16-154*.

2. Color

Colors on signs and structural members should be harmonious with one another and relate to the dominant colors of the buildings on the project site. Contrasting colors may be utilized if the overall effect of the sign is still compatible with building colors.

3. Design and Construction

Except for approved temporary banners, flags, and signs, conforming with the requirements of this section, each sign shall be constructed of permanent materials and be permanently attached to the ground, a building, or another structure by direct attachment to a rigid wall, frame, or structure.

4. Materials and Structure.

- a. Sign materials (including framing and supports) shall be representative of the type and scale of materials used on the project site where the sign is located.
- b. Signs shall not include reflective material.
- c. Materials for permanent signs should be durable and capable of withstanding weathering over the life of the sign with reasonable maintenance.
- d. The size of the structural members (e.g. columns, crossbeams, and braces) should be in proportion with the sign panel they are supporting.
- e. The use of individual letters incorporated into the building façade design is recommended, rather than a sign with background and framing other than the structure wall.

5. Sign Copy (Messaging) Guidelines.

The following guidelines for sign copy should be followed to ensure readability and visual strength of signage.

- a. Sign copy shall relate only to the name and/or nature of the business or commercial center.
- b. Permanent signs that advertise continuous sales, special prices, or include phone numbers are only permitted as window signage.
- c. Information should be conveyed briefly or by logo, symbol, or other graphic manner. The intent should be to increase the readability of the sign and thereby enhance the identity of the business.

6. Sign Lighting.

Sign lighting shall be designed to minimize light and glare on surrounding rights-of way and properties.

- a. External light sources shall be directed and shielded so that they do not produce glare off the project site, on any object other than the sign.
- b. Sign lighting shall not blink, flash, flutter, or perceptibly change light intensity, brightness, or color.
- c. Colored lights shall not be used at a location or in a manner so as to be confused or construed as traffic control devices.
- d. Direct and reflected light from primary light sources shall not create hazards for pedestrians or operators of motor vehicles.
- e. For energy conservation, light sources should be hard-wired fluorescent or compact fluorescent lamps, LED, or other lighting technology that is of equal or greater energy efficiency. Incandescent lamps are prohibited.
- f. Digital and other electronic signs are subject to SUP approval as identified in *Table 16-145*.

7. Sign Maintenance.

Each sign and supporting hardware, including temporary signs and awning signs, should be maintained in good repair and functioning properly at all times. Any damage to a sign or its illumination, including the failure of illumination should be repaired in a timely manner.

- a. A repair to a sign should be of materials and design of equal or better quality as the original sign.
- b. When an existing sign is removed or replaced, all brackets, poles, and other supports that are no longer required shall be removed.

Façade Sign
Table 16-154.C

Façade Sign

A sign painted or reverse channel letters applied directly to the façade, typically above the storefront or more creatively as approved by the City. This type consists of a single externally illuminated panel or individual letters and/or logo. This type of sign is intended for viewing from across the street and along the sidewalk.



Design Standards and Guidelines

- 1. Up to one façade sign per business along a building frontage. In multi-tenant buildings, only the businesses with frontage on the sidewalk shall have a façade sign.
- 2. Façade signs shall be located above the storefront and at least 12 inches from any eave, edge of building or top of parapet. On multi-story buildings, façade signs should be located either above the storefront or above the openings on the uppermost story.
- 3. Sign thickness (as measured from the façade) shall not exceed four inches.
- 4. A minimum clearance of 24 inches is required between a sign and any opening.
- 5. If illuminated, external illumination is required, and should be mounted to maintain visual integrity of the sign.
- 6. Lettering on background panel may be up to 18 inches tall. If a background panel is not included, letter height may be up to 24 inches tall.

Size & Placement Standards
Fig. 16-154.C



		MIN	MAX
A	Height	10 in.	24 in.
B	Width as % of façade width	none	60%
C	Clearance from openings	24 in.	n/a

Façade Sign Examples



Individual metal letters mounted on a string course.



Wall signs may be located within the transom area of the shopfront.



Using bright colors to provide contrast to adjacent walls.



Script neon and metal letters mounted on reclaimed wood.



Individual, internally illuminated letters mounted directly on wall.



Simple, metal sign with laser-cut letters. Direct sun helps to create a legible contrast against the surface the sign is mounted on.

Window Sign
Table 16-154.D

Window Sign

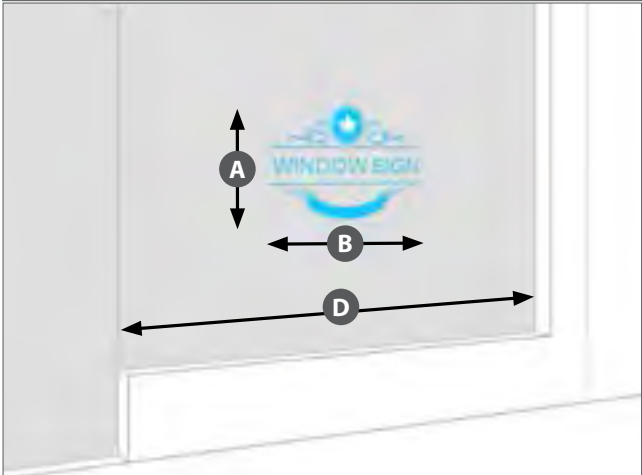
A sign painted or applied directly to the storefront window(s) and/or door(s). This type typically consists of individual letters and a logo with allowances for some contrasting background. Window signs also include posters for advertisements and sales, product merchandise posters, open and closed signs, and painted or etched business names and logos.



Design Standards and Guidelines

- 1. Up to one window sign per storefront. A storefront is the glass area between the two closest edges defined by wall material at least 9 inches wide.
- 2. Window signs shall not occupy more than 25% of a window.
- 3. Permanent window signs shall be individually painted, etched or otherwise applied letters or logo graphics surrounded by clear glass.
- 4. Exposed neon signs are subject to Director approval.

Size & Placement Standards
Fig. 16-154.D



		MIN	MAX
A	Height as % of window/door height	none	50%
B	Width as % of window/door width	none	50%
C	Area as % of total window/door area	none	25%
D	Storefront defined by approved material at least 9 inches wide	--	---

Window Sign Examples



Depending on font type and letter spacing, window signs can have a wide range of transparency.



A wall sign incorporating neon.



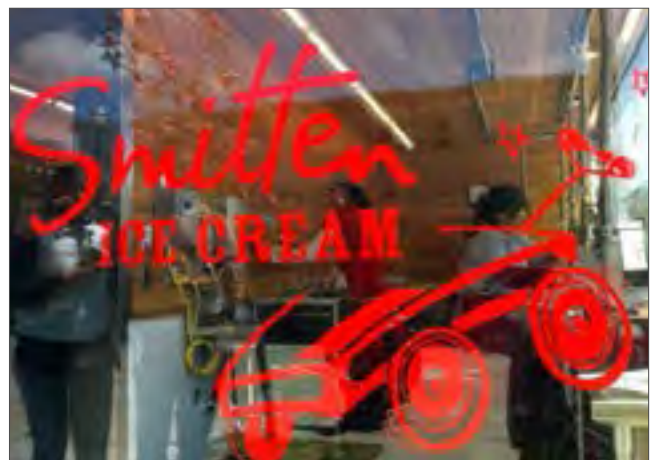
Reflective vinyl can help make a sign more noticeable.



Subtle tones and colors can still create legible contrast.



Individual vinyl letters with feature area at top center and contrasting background along bottom.



Bright colors can help make the window sign be more visible and lively.

Projecting Sign
Table 16-154.E

Projecting (Blade) Sign

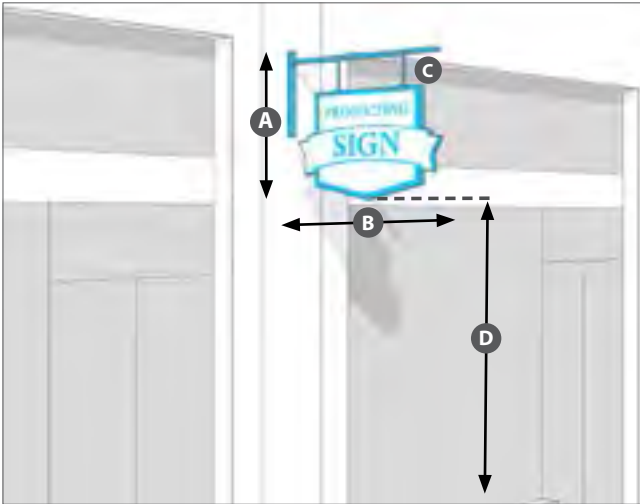
A double-sided sign that projects perpendicular to the building façade from a mounted wall brace or from the ceiling of a balcony or arcade. Projecting signs typically project over a public right-of-way such as a sidewalk or public open space and are intended for viewing by pedestrians approaching the shop.



Design Standards and Guidelines

- 1. A maximum of one projecting sign is allowed for every storefront entrance on the façade.
- 2. Projecting signs should be mounted near storefront entrances.
- 3. The overall area of a projecting sign shall not exceed ten square feet.
- 4. At least eight feet of vertical clearance shall be provided from the lowest point of the sign and the sidewalk.
- 5. An encroachment permit is required prior to installation of any sign extending into the public R.O.W.
- 6. Projecting signs that hang from the ceiling of a balcony or arcade should not exceed a width of four feet and should be centered within the balcony or arcade.
- 7. The top of a projecting sign shall be located below the windows on the second floor of the building.
- 8. Projecting signs shall be externally illuminated by a light mounted on the façade or by neon tubing used to illuminate letters, symbols, and accent frames.
- 9. Decorative and supporting hardware such as brackets should be architecturally compatible with the building façade.
- 10. Projecting signs should not be placed under an awning or horizontally within five feet of an awning or another projecting sign.

Size & Placement Standards
Fig. 16-154.E



		MIN	MAX
A	Height	none	18 in.
B	Width	none	48 in.
C	Sign Thickness	none	3 in.
D	Vertical Clearance from Sidewalk	8 ft.	12 ft.
E	Horizontal Clearance from Adjacent Curb	24 in.	n/a

Projecting Sign Examples



Projecting signs are scaled to be legible from the sidewalk, and often use contrast to be read easier from afar.



Projecting signs may be simple and allow other sign elements to provide more information.



Projecting sign with depiction of product sold within the store.



A simple projecting sign with address, name, and type of store.



Projecting signs with depictions of product sold within the store.



Simple round projecting signs.



Sidewalk Sign
Table 16-154.F

Sidewalk Sign

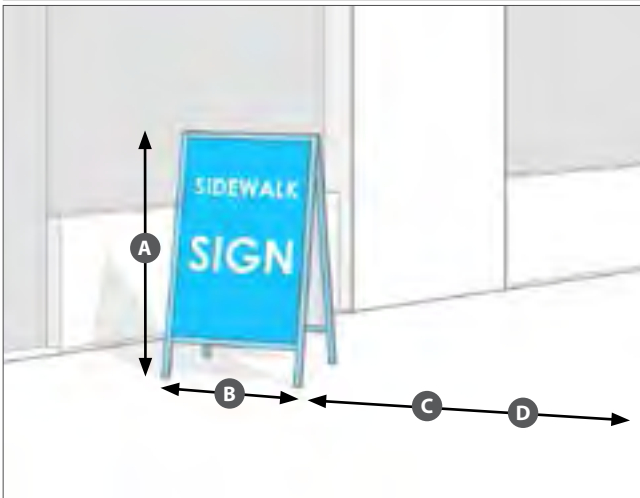
A two-sided, non-illuminated, portable and temporary sign placed outside a storefront on the sidewalk for viewing at close range. The sidewalk sign is intended for use by retailers, office tenants, theaters, restaurants, cafes, and other food-oriented businesses. Sidewalk Signs – known as Sandwich Boards and A-frame Signs – should be unique, and lend interest and liveliness to a streetscape. Signs should effectively communicate the message and attract customers with minimal text and images and by simplicity of design and placement should avoid visual clutter.



Design Standards and Guidelines

- 1. Durable Material. Signs shall be constructed of durable materials, sufficient to withstand inclement weather and color fading due to sunlight. Materials may include wood, wrought iron, fiberglass (not foam board), and metal. Signs shall also be adequately weighted to withstand being overturned by wind or contact. Weights, if required, shall be concealed or incorporated into the design of the sign.
- 2. Design. The design, graphics, colors and materials shall complement the design of the shopfront and business and present a finished appearance. Graphic symbols are recommended, utilizing images that convey the goods or services offered.
- 3. Attachments. Signs shall not contain posters, flyers, balloons, pennants, flags, or other attention getting devices attached to the sign.
- 4. Projections. There should be no projections other than raised carved letters, which should extend no more than ½ inch from the sign face.
- 5. Edges and Corners. Signs shall contain no sharp or jagged edges or corners.
- 6. Max of one (1) sidewalk sign per business.
- 7. Signs shall only be displayed during hours of operation.

SIZE & PLACEMENT STANDARDS
FIG. 16-154.F



		MIN	MAX
A	Height (Overall)	18 in.	36 in.
B	Width	18 in.	30 in.
C	Horizontal Clearance from Adjacent Curb	18 in.	none
D	Pedestrian Clear Pathway	6 ft.	none

SIDEWALK SIGN EXAMPLES

8. Signs should be allowed only where a minimum wide clear path of 6 feet for pedestrians can be maintained.
9. Signs should be located within 6 inches of the storefront it serves.
10. Signs shall not be located within 15 feet of any crosswalk or intersection.
11. Signs shall not obstruct adequate and safe visual clearance for vehicular or pedestrian traffic.
12. Only one sidewalk sign is permitted at each corner of an intersection.
13. Signs shall not be affixed to any wall or mounted on wheels.
14. Signs shall be well-maintained in good structural and aesthetic condition.
15. "Reader board" signs with removable slide-in letters are prohibited.



Made of durable materials and utilize graphic symbols that convey the goods offered in the store.



Foldable, unobtrusive sidewalk signs with concise message



A chalkboard allows easy display of daily specials.

Digital Sign

Table 16-154.G

Digital Sign

A sign face, building face, or any building or structural component that displays still images, scrolling images, or moving images, including video and animation, through the use of grid lights, cathode ray projections, light emitting diode displays, plasma screens, liquid crystal displays, fiber optics, or other electronic media or technology that is either independent of, attached to, integrated into, or projected onto a building or structural component, and that may be changed remotely by electronic means.



Design Standards and Guidelines

1. Digital signs shall be rectangular in shape, the smaller dimension of which shall not exceed 48 inches with a total area not exceeding 20 SF.
2. Digital displays shall mounted flat on, or integrated into the design of a wall, or freestanding.
3. Digital displays with changing messages shall observe a minimum duration of 8 seconds for each message. The message shall remain static between transitions.
4. Digital displays shall be equipped with a sensor or other device that automatically adjusts the brightness of the display according to changes in ambient lighting to comply with a brightness limitation of 0.3 foot candles above ambient lighting. In addition, the maximum brightness of any digital display shall not exceed 450 candelas per square meter during the nighttime and 7,500 candelas per square meter during the daytime.



Directory Sign

Table 16-154.H

Directory Sign

Directory signs are small wall signs located at pedestrian eye level and intended to identify multiple tenants within a building or complex. Such signs are intended to direct pedestrians approaching the building to the tenant they seek, and are not intended to advertise those tenants nor to be visible from passing vehicles.



Design Standards and Guidelines

1. When tenants are accessed via a building lobby or outdoor court, and a directory sign is provided, it should be located within the lobby or court.
2. Directory signs shall be externally illuminated. Internal illumination and neon lighting is not allowed.
3. Directory signs shall be rectangular in shape and vertical in orientation, not more than 36 inches wide and not more than 6 SF.
4. Directory signs may be a single panel or a series of stacked panels of uniform design.
5. Lettering may be painted directly on the panel(s) or may be individually mounted metal letters.
6. Copy per tenant is limited to the name of the business, or principal practitioner, and the suite or floor number.
7. Sign shall be mounted flat on - or integrated into the design of - a wall, with trim compatible with and complimentary to the wall design and building architecture. Sign may be freestanding in the front yard setback on a post. Total Height of post no to exceed 48 inches.
8. Directory signs in the DT-C and DT-G zones may be interactive digital displays subject to the standards of Table 16-154.G and issuance of a Special Use Permit. Digital directory signs are not permitted in the DT-E zone.



Part 2: Architectural Guidelines

Article III. Zones, Uses and Requirements

Division 10. Downtown Code

Part 2: Architectural Guidelines

16-155	Architectural Guidelines	
	.1 Applicability	83
	A. Introduction	83
	B. Architectural Guidelines	84
	C. Relationship to Zoning Standards	85
	D. Design Intent	85
16-156	Building Architecture and Form Guidelines	
	A. House-form Massing and Articulation	88
	B. Block-form Massing and Articulation	90
16-157	Building Architecture Guidelines	
	A. Architectural Styles of Oxnard	112
	B. Architectural Styles by Downtown Zone	113

16-155 Architectural Guidelines

Sections:

16-155.1	Applicability.....	83
A.	Introduction.....	83
B.	Architectural Guidelines.....	84
C.	Relationship to Zoning Standards.....	85
D.	Design Intent.....	85

16-155.1 Applicability

The guidelines in this section apply to new buildings, façade renovations and site improvements, and are intended to supplement the zoning standards to achieve the community's vision for the Downtown.

These design strategies and techniques enable and require the designer to manipulate the scale and size of buildings. Buildings or building masses that may be larger in total width or height than neighboring buildings - or the intended "neighborhood scale" - should be brought into harmony with their context by reducing the apparent mass and scale of the subject building through design.

A. Introduction

The architecture of Oxnard is eclectic, reflecting a number of periods of growth, several quite distinct development patterns, and a broad range of architectural styles. The Downtown Core is characterized by traditional shopfront retail buildings built from the 1890's onward, and its Downtown neighborhoods by distinguished homes, most built between 1890 and 1930.

Oxnard's notable historic buildings reflect this diversity. They include dozens of distinguished homes along D, E, F and G Streets to the west of Downtown, the iconic neoclassical Carnegie Library (now museum) and Bank of A. Levy building, the distinguished Mediterranean Revival Post Office and adjacent the Art Deco Woolworth building, and eccentric Pagoda in Plaza Park. Recent notable civic buildings include the Public Library on A Street, and the City's administrative office building on C Street. Many of Oxnard's fine historic structures are no longer with us, including the Oxnard Hotel at Fifth and C and the remarkable American Sugar Beet refinery, long since demolished on the east side of Oxnard Boulevard.

The role of future Downtown infill buildings in Oxnard is similar - while great architecture of individual buildings is invited and encouraged - the most important role that new buildings should play in the making of mixed-use places is to define, enhance, and enliven the public realm of that place.



Plaza Park and Centennial Plaza.



Former Carnegie Library (now Museum).

As described previously, the buildings of each part of Downtown must work together with the street and with neighboring buildings to make cohesive, human-scale, pedestrian-oriented environments. Within the Downtown Core and Neighborhood General zones, the buildings collectively form a "streetwall" that defines and contains the space of the street, making a comfortable "in town" environment for living, shopping, working and socializing in the course of daily life. While in the Downtown Edge buildings are massed to form a graceful transition to the scale and character of Oxnard's remarkable historic neighborhoods.

Accordingly, these Guidelines are focused on making new buildings that reflect many of the characteristics of building scale while providing opportunities for new designs.

B. Architectural Guidelines

Many of the architectural design priorities recommended for buildings in suburban environments are counter-productive and unhelpful in downtown districts and neighborhoods. These include "breaking up the mass", "four-sided architecture", acrobatic massing and experimentation with materials. Simple "block-form" building massing and strong focus on the street façade design are the prescription for the Downtown Core and Downtown General Zones, while "house-form" massing and a residential scale and character are required in the Downtown Edge zone.

Although the façades of mixed-use "block-form" buildings along a street should emphasize a single plane, articulation of that plane with architectural compositions and fenestration patterns is vitally important to define appropriately scaled and well proportioned buildings and streetwalls. The original lotting pattern of Downtown Oxnard was based on a 25' width increments, so façade compositions related to that module are recommended.

Window openings should emphasize the solidity and depth of the walls they pierce, and projections including ground floor canopies and upper floor balconies or cornice elements can provide additional shade, shadow, depth and rhythm.



Elegantly modulated streetwall within a successful mixed-use place.



Busy architecture that is trying too hard to be interesting.

The architecture of infill buildings within the Downtown Edge zone should reflect the scale and essential architectural character of the adjacent historic neighborhoods more than it should reflect the heritage of the Downtown Core or any Contemporary styles or trends. Buildings here - except those in the Open sub-zone - should be characterized by landscaped front yard, welcoming porches, stoops, dooryards and courtyards, with massing elements reflecting the scale and character of houses.

C. Relationship to Zoning Standards

The Downtown Zoning Standards define the location and massing of buildings and site elements, focusing on the relationship of the building to the project site, the block and the neighborhood. These Architectural Guidelines define the recommended range of design and performance possibilities to achieve cohesion in the physical character and quality of the area.

D. Design Intent

These guidelines identify six Architectural Styles relevant to the heritage and character of Downtown Oxnard and the Ventura County. The Downtown Code requires that one of the six identified styles be used by applying these guidelines to the proposed design.



Properly designed streetwalls combined with street elements such as trees help define public space.



Building design and public space can provide recognizable and vibrant areas for gathering and socializing.

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16-156 Building Architecture and Form

Sections:

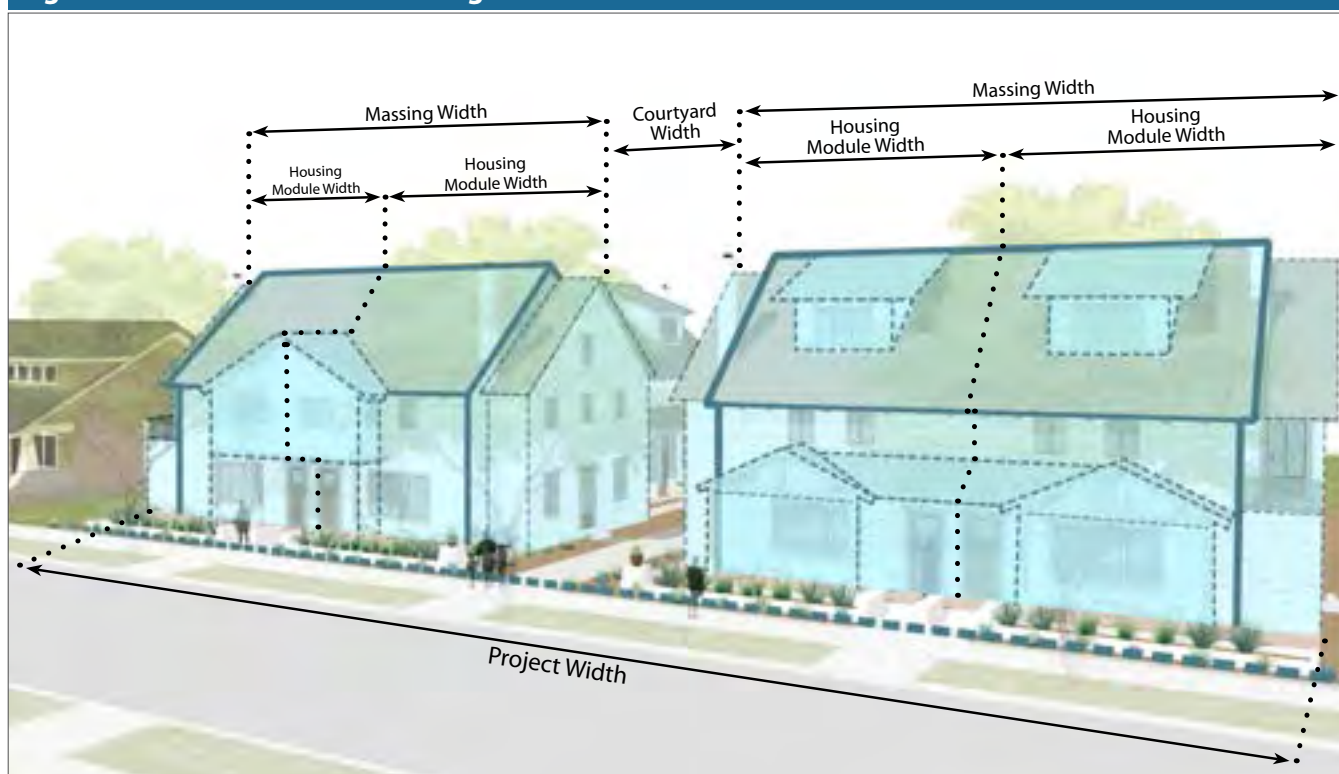
A. House-form Massing and Articulation	88
B. Block-form Massing and Articulation.....	90
<i>Table 16-156.A; Design Guidelines for All Buildings</i>	94
<i>Table 16-156.B; Streetwall Guidelines</i>	95
<i>Table 16-156.C; Building Wall Guidelines</i>	96
<i>Table 16-156.D; Door Guidelines</i>	98
<i>Table 16-156.E; Window Guidelines</i>	98
<i>Table 16-156.F; Building Element Guidelines</i>	102
<i>Table 16-156.G; Color Guidelines</i>	105
<i>Table 16-156.H; Roof Guidelines</i>	106
<i>Table 16-156.I; Vents, Equipment, and Utility Guidelines</i>	108
<i>Table 16-156.J; Site Wall Guidelines</i>	109

A. House-Form Massing and Articulation

House-form buildings embody the scale and character of houses. In the context of the neighborhoods in downtown Oxnard, houses are 1-2 stories in height, sometimes with an occupied attic (such buildings are referred to in these guidelines as 2 1/2 stories) and are typically composed of a main (primary) mass of usually 25-35 feet wide, and secondary masses that are smaller in scale and height than the main mass. Building depths typically range between 20 and 40 feet, providing abundant interior daylight and crisp massing.

While house-form buildings are prototypically detached, free-standing structures surrounded by yards, house-form buildings in the Downtown Edge zone may also be attached to or attachable to buildings on neighboring properties with no intervening side yard or setback, provided that they clearly face the street with clear, simple masses that have the scale and character of houses. Such building types include neighborhood rowhouses or courtyard buildings that can support multi-family housing densities in forms that are compatible with neighboring single-family homes and that contribute to the character of Oxnard's (and Ventura County's) finest historic neighborhoods.

Fig. 16-156.A House-Form Massing



Example of house-form massing.

1. Massing Articulation - Main Mass and Secondary Masses

On larger sites, large house-form buildings can be achieved while maintaining house-form scale by assembling one or more secondary masses - that are smaller in scale and height to the primary mass. This type of building massing is integral to the conception of the building plan and organization, so that masses are clear and simple and purposeful. Such massing cannot be "applied" to the front of a box or simply result from "elevating the plan."



A large Craftsman style home with a projecting wing that modulates the scale of the primary mass.

2. Vertical Organization

House form buildings have a clear, three-part vertical organization. The ground floor is the base, either elevated with porches or stoops, and/or provided with a low wall or fence around the front yard. The top is the roof or roofs, typically eaves parallel to the street, with or without dormers or third floor rooms. The middle is the second floor windows, which are typically stacked above ground floor windows and organized to reinforce the simple main mass and secondary masses.



This large multi-family building applies a number of massing techniques to modulate its large size to a house form and scale.

3. Architectural Projections

Projecting elements such as porches, balconies, and bay windows can also modulate the apparent size and scale of a building, as well as providing habitable spaces that strengthen the sense of connection to the street.

This technique may be applied alone or in conjunction with other recommended articulation techniques, but is not a substitute for house-form massing. Porches, balconies and bays cannot just be applied to a box to achieve the intent of these guidelines.



Projecting balconies on this town-scale mixed-use building modulate its proportions.

4. Architectural Recessions

This technique modulates the apparent size and scale of a building by applying recessed architectural elements or spaces; a recessed porch, covered passage, or recessed balcony is cut into the plane of the façade.

This technique has the potential to strongly define building entries, to provide transitional spaces at those entries, and in some cases to provide a lighter, more open scale and character to building façades. However, recessions, like all other elements, must be integral to the overall design, not just "breaking up the mass".



Architectural recessions help modulate the scale (vertical and horizontal) of these attached rowhouses to house-form.

B. Block-Form Massing and Articulation

Building massing and articulation are critically important subjects for a downtown environments in transition, straddling the gap between development standards (zoning) and design guidelines. Massing addresses the size and shape of buildings and their constituent volumes, while façade articulation addresses the architectural composition of the faces (façades) of those volumes. Appropriate design and manipulation of the massing and façade articulation can help adjacent buildings of different heights, widths, vintages, materials, and styles contribute harmoniously to the intended urban environment, while inappropriate massing and façade articulation of a single building can spoil an entire block. Accordingly, every new building is required to address these topics (a standard) but a variety of methods may be employed in achieving the intended result (hence guidelines).

1. Intent. The primary role of buildings in Downtown Oxnard is to define, activate and enliven pedestrian-oriented, human-scale public open spaces in the form of streets, plazas, parks, and paseos. At the ground level this is accomplished through the provision of human-scale, active frontages, as described in 16-150. In the Downtown Core this is reflected in continuous rows of attractive shopfronts, and above the ground floor the public space is defined by the historic façade pattern of 1 to 3-story buildings that are typically 25, 50, 75 and 100 feet wide, per the original 25 foot lotting pattern.

However, when new 4 to 6 story buildings are introduced in the Downtown Core (DT-C) or Downtown Neighborhood General (DT-G) zones, it becomes very important that they be massed in volumes compatible with the historic pattern. This is accomplished by a ground floor/base element similar in height to the historic 1-story buildings, and building volumes and/or patterns of fenestration on upper floors with horizontal bays in multiples or fractions of the original 25/50/75-foot-wide pattern. Bays of approximately 12 or 16 or 18 or 20 or 25 feet achieve this, with upper floor window groupings stacked over ground floor shopfronts or other ground floor fenestration.

For buildings in the 7- to 12-story range, it becomes even more important that the width increments of the upper building masses and the façade organization and articulation reflect increments and patterns similar to the historic fabric of smaller buildings. The plan form of the upper floors must meet the functional imperatives of light, air, and emergency exiting, whether facing the street, the rear of the lot, inward to courts, or outward to side yards. But since buildings of this height will be highly visible, character-defining elements from long distances for a very long time, it is vital that their massing and articulation convey more than simply code compliance. Further, taller buildings require a proportionally-taller base element, either in the form of a taller ground floor, or of a base encompassing the second floor or ground floor mezzanine level.

Note: Façade articulation and building massing are not "style." Legitimate architectural styles do have characteristic massing and articulation patterns, proportions, and scale, however the guidelines here are not style-specific and apply to all block-form buildings regardless of the selected style.

Although Oxnard does not have any good precedents for such buildings, Los Angeles and San Francisco have many. Those are the bases for these guidelines.

2. Guidelines by Height

1-3 Story Buildings

The historic norm in Downtown Oxnard, these simply require attractive frontages, simple façade compositions with bays in the ranges noted above, good materials and thoughtful detailing.



This 3-story building is clearly grouped into 25-foot bays from bottom to top, high-quality shopfronts, and careful attention to detail.

4-6 Story Buildings

This is the predominant scale of infill housing and mixed-use development in the region in the early 21st century. For compatibility with Downtown Oxnard's existing and historic patterns, a strong 1-story base element is required—shopfronts in the Downtown Core – and upper floor organized in bays in the ranges noted above. Façades up to 100 feet wide should be articulated as illustrated 16-147.4.D, and buildings wider than 100 feet should also employ massing breaks above the ground floor.



Though this is one block-form building, the architect has used a variety of techniques to subtly, yet effectively break it into an interesting and tasteful pattern.

7-12 Story Buildings

This is the predominant scale of the best buildings in downtown Los Angeles and San Francisco in the building boom of the 1920s. These buildings almost invariably include a 2-story base element – sometimes 1-story plus mezzanine – with upper floors organized by window groupings stacked on the openings of the base. Wider buildings either employ a 3- or 5-part façade massing scheme with some depth relief or mass upper floors in a C, E or H plan to get light, air, and exiting into residences or lodging premises.



The Millennium Biltmore Hotel in Los Angeles is an E-shaped building that uses Courts above the base to provide light and ventilation to its rooms, as well as effectively break up the massing along the street.

3. Articulation Methods

a. Fenestration Patterns

The façade of a Downtown block-form building in its essential form is a plane, set at the back of sidewalk. As such, the first, most important form of façade articulation is organizing the openings - the ground floor shopfronts, lobbies and other entries, and the windows of upper floors - in patterns that reinforce the essential scale of Downtown Oxnard. Since that scale was generated by the original 25 foot lotting pattern, appropriate bay widths for shopfront widths and the groupings of upper floor windows stacked above them include 25 feet, 16 feet (about 1/3 of 50 feet) or 18 feet (about 1/4 of 75 feet), and 20 feet (1/5 of 100 feet).

For a building that is 25 to 75 feet wide, well composed, proportioned and detailed openings, cut into a wall plane of smooth plaster, brick or fine masonry and provided with high quality windows and sometimes accessories (awnings, balconies, etc.) can often provide plenty of articulation with no need for massing variations or breaks.



The Hotel Healdsburg in Sonoma is broken into 25-foot increments.

b. Horizontal Articulation

This technique steps a portion of the street-facing façade forward or backward from the predominant façade plane of the building. It is generally less effective than stepping the façade up or down. A steady building line at the ground floor is desirable in defining a walkable street.



The mass of this mixed-use building is set back from the rest of the building at multiple points, with further articulation on the upper floors.

c. Vertical Articulation

This technique varies the height of the street-facing façade. It offers the opportunity to organize a long building into multiple apparent buildings to avoid the appearance of a block-long building. This technique is especially useful for stepping down the scale of a new building adjacent to an existing smaller building.



A multi-family building where the massing is vertically broken down into smaller volumes.

d. Architectural Projections

This technique applies projected architectural elements from the plane of the façade. It may be applied alone or in conjunction with other recommended articulation techniques. This technique is best suited to small-scale adjustments of building scale.



A storefront example with a projecting glass canopy.

e. Architectural Recessions

This technique applies recessed architectural elements or spaces: a recessed porch, covered passage, or recessed balcony cut into the plane of the façade. It has the potential to strongly define building entries, to provide transitional spaces at those entries, and in some cases to provide a lighter more open scale and character to building façades.



A recessed storefront accommodates a shaded, outdoor space that is integrated into street life.

TABLE 16-156.A DESIGN GUIDELINES FOR ALL BUILDINGS

The following design guidelines apply to all building façades and architectural elements.

- a. Architectural elements of each building - as well as its walls, roofs, windows, doors and other elements - should be consistent in design character, palette of materials, approach to detailing, and style.
- b. Simple, natural building materials that age well over time are recommended. Examples include smooth plaster, fine concrete block, stone, brick, tile, wood, terra cotta tiles and glass.
- c. Materials, finishes and configurations should be consistent with the architectural style of a given building and neighborhood character.
- d. When synthetic building materials are used, they should simulate the natural material they are replacing, and possess superior weathering and aging characteristics.
- e. Attached and projecting architectural elements and details that provide buildings with a pedestrian scale and orientation – including lighting fixtures, custom signage, awnings, handrails, balconies, and trellises – should be designed to be consistent and compatible throughout the building.
- f. Entry coverings may include canvas awnings, or projected metal canopies. Awnings should be of a simple shed form, made of natural canvas or materials of similar appearance. Contemporary buildings may have metal or glass awnings supported by tension rods
- g. Balconies, bay windows and projected rooms of traditionally styled buildings should have visible supports in the form of projecting beams or braces. Balconies on contemporary styled buildings may simply project.
- h. On traditional buildings, porch, balcony and other railings should be made of wood, wrought iron, steel bar or tube simulating true wrought iron. Contemporary buildings may use galvanized or painted steel, aluminum, and cable railing components. Vinyl substitutes should be avoided.
- i. Bay windows should be a maximum of 8 feet in width and should have a height that is equal to or greater than their width. Bays should be placed a minimum of 3 feet from any building corner or other bay. A bay's street facing façade should consist of at least 50% transparent fenestration.
- j. Glazing on doors should be clear glass with at least 90 percent visible light transmission. Glazing shall not be reflective (mirrored).



A mixed-use building with second-floor bay windows.



A multi-family building with two-story bay windows. The roof of the bay window is a balcony for the third floor space.

TABLE 16-156.B STREETWALL GUIDELINES

1. **Intent.** In the Downtown Core Zone, it is intended that building façades be aligned and continuous along block faces to define a strong "streetwall" that clearly defines and contributes to an attractive and active pedestrian environment. This pattern provides a strong sense of enclosure and consistently presents ground floor businesses and other activity to pedestrians. Allowances are provided for some variation through public and private frontage type guidelines that may generate recesses, encroachments, outside dining areas, plazas, pocket parks and special building entry features.
 - a. Primary façades and main entries of all buildings should face public open spaces such as streets, parks or plazas. Backing buildings onto trails, parks, or other public spaces is not to be allowed. An exception to this may be granted for outdoor activity areas - such as side or rear dining patios - which must be secondary and in addition to the primary entry and façade.
 - b. Along public streets and open spaces, gaps in the streetwall should take the form of attractive and useful open spaces. Examples include public plazas, pocket parks, paseos, forecourts, patios, recessed building entries and alleys.
 - c. Façades should generally be built parallel to the street frontage, except at street intersections, where a façade containing a building entrance may be curved or angled toward an intersection with adequate public right-of-way clearance. Buildings will generally maintain a façade rhythm per the selected style. This rhythm may be expressed by a change in building plane, stepping portions of façades in and out, utilizing balconies, columns or pilasters that are distinctly set out from the façade or changing types or colors of materials in combination with other techniques. All buildings should be designed and constructed with tri-partite architecture, with a distinct base, middle and top. An expression line, setback or other architectural element should delineate the base and top. In buildings which have more than one material, the "heavier" material should go below the "lighter" material.
 - d. Entries. All residential units within 5 feet of grade will include a primary front door entrance into the unit and frontage that is accessed by the public sidewalk. Lobbies to upper stories will have an entry from the public sidewalk. Façades along public streets will have entries accessible from the public sidewalk as required by the zone.



Infill buildings in this illustrative rendering of Oxnard Boulevard create a well-defined street wall.

TABLE 16-156.C BUILDING WALL GUIDELINES

1. Materials.

- a. **Allowed Primary Materials.** Building walls should be clad with stone, brick, finished concrete block, poured in place or pre-cast concrete, smooth plaster or stucco, and wood. Additionally, synthetic materials - such as fiber cement panels simulating wood or high quality cast stone detailed to appear as natural stone - may be approved through design review provided that they faithfully simulate the natural material and have equal or better weathering properties.
- b. **Wall Materials Not Recommended.** Materials not recommended on the main building walls include synthetic finishes such as artificial stone veneer, plywood siding, low-quality vinyl siding, EIFS (Exterior Insulation & Finish System) split face block, and reflective materials, such as shiny metal, and chrome.



Smooth plaster walls help keep adjacent spaces cool yet bright.



Concrete and masonry building with simple openings and industrial metal awnings, canopies and balconies give this building an attractive, elegant character.



Contemporary designs often utilize pre-cast concrete and incorporate metal and glass elements.

TABLE 16-156.C BUILDING WALL GUIDELINES, CONT'D**2. Compositions.**

- a. **General.** As required by the Code, walls may either be designed as traditional façades of one major simple material with punched window openings or as modern/contemporary exposed structure with panelized windows.
- b. **Multiple Materials.** On traditional buildings, multiple wall materials combined on a single façade should be stacked, with lighter materials above those that are more substantial (e.g. wood above stucco or masonry, or stucco above masonry). On contemporary buildings, materials should be mixed in a manner suitable for the architectural character of the building. Materials and colors arranged in abstract patterns that do not related to or reinforce the building organization and massing are discouraged.
- c. **Cantilevers.** Cantilevers should be visually supported by visible wood brackets or beams on traditionally styled buildings. Most contemporary buildings use visible wood or steel beams to visually support cantilevers.

3. Methods.

- a. **Brick and Cut Stone Patterns.** Brick, concrete block, and cut stone should be laid in true bonding pattern for traditional styles, and may be laid in stack bond for contemporary styles.
- b. **Mortar Joints.** Brick, concrete block, and cut stone mortar joints should be struck.
- c. **Rubble Stone.** Rubble stone should be laid in a natural, horizontal direction in horizontal courses with smooth or beaded mortar joints
- d. **Wood Siding.** Walls clad in wood or cement fiber board siding should be stained or painted with colors approved through the review process.
- e. **Green Walls.** Green wall installations are encouraged on secondary façades, especially those with little or no fenestration.



Material and color changes reinforce building massing and organization.



Ground floor of concrete and glass provides a strong open base.

TABLE 16-156.D DOOR GUIDELINES

1. Materials.

- a. **Allowed Primary Materials.** Doors should be made of wood, vinyl clad wood, fiberglass-clad wood, aluminum-clad wood, fiberglass, metal, or glass.
- b. **Shopfronts.** Commercial shopfronts must be made of clear glass in light frames or without frames (mullionless). Framing should be made of metal or wood, with natural finishes recommended rather than paint. See *Table 16-150.G*.

2. Compositions.

- a. **Building Entrances.** Public and visitor building entrances to upper floors should be directly visible from the street and should be easily identifiable and distinguishable from first floor storefronts by locating the entrance in the center of the façade, as part of a symmetrical overall composition; or accentuating the entrance with architectural elements, such as columns, overhanging roofs, awnings, or ornamental light fixtures.

- b. **Accessories.** Doors may be flanked with sidelights and transoms that are compatible in character to the door itself. Doors may be paired with balconies on upper floors, either a full balcony or a "juliet" balcony that protects and operable door.
- c. **Recesses.** Doors should be recessed no less than 2 inches from the building façade.
- d. **Upward Acting Doors.** Accordion or upward acting doors should have a maximum width of 16 feet and maximum height of 10 feet. When grouped, these doors should be separated by a minimum width of 2 feet of wall material, column, or combination thereof and should be of clear, see-through glazing.

3. Methods.

- a. **Door Types.** Doors adjacent to public streets and open space should be side hinged only, except shopfront doors which may also use bi-fold systems and, on contemporary buildings, aluminum and glass upward acting or accordion doors (bifold or sectional). Sliding glass doors should not be visible from public streets and open spaces.



Although too small for furniture, juliet balconies with operable doors can serve as ledges for potted plants.



Many residential buildings signify access doors through distinct architectural design, material use and color.



TABLE 16-156.E WINDOW GUIDELINES**1. Materials.**

- a. **Allowed Primary Materials.** Windows should be made of wood, vinyl-clad wood, aluminum-clad wood or metal. Windows made of solid PVC and other vinyl alternatives require design review approval. Allowed PVC and vinyl windows should be available in a range of colors appropriate for the applicable architectural styles and should resemble wood windows in detailing and profile thickness so as to make them indistinguishable when seen from public streets, sidewalks and open spaces.
- b. **Traditional Accessories.** Windows on traditionally styled buildings may have the following accessories: shutters of a similar high-quality material as their adjoining windows, sized to match their openings (sized and detailed as if they would cover the window when closed), and opaque canvas awnings (except quarter sphere and quarter cylinder configuration).
- c. **Contemporary Accessories.** Windows on contemporary buildings may have metal sunshades, metal or glass awnings.
- d. **Security Devices.** Security grills and bars on the exterior façades of buildings should be minimized, especially on façades visible from public streets and sidewalks.



Vertically proportioned shopfronts and second story windows provide a human scale.



Contemporary window detailing within a simple, classic façade composition.

TABLE 16-156.E WINDOW GUIDELINES, CONT'D

2. Compositions.

- a. **Ground Floor Windows.** Ground floors shall have active uses fronting to the street, either commercial premises or common rooms of residential buildings or dwellings. Such spaces shall be provided with windows overlooking the street.
- b. **Ground Floor Windows Except For Shopfront.** Ground floor window sills should be 4-8 feet from public sidewalks and open spaces.
- c. **Proportion.** Window openings should be vertical or square in proportion, in compliance with the selected architectural style.
- d. **Shape.** Accent windows may additionally be circular, elliptical, octagonal or hexagonal – up to two per façade are recommended. Contemporary buildings may employ trapezoidal or circular accent windows where appropriate.
- e. **Fenestration.** On traditional façades, fenestrations are approximately around 1/3 of the façade area. Exceptions include shopfronts, architecturally shaded curtain walls, sliding or folding glass walls and doors, and other special types that may be desirable in creating indoor/outdoor spaces.
- f. **Shading Devices.** Shading devices include horizontal metal awnings, aluminum sun shades, vertical metal fins or grilles, and decorative metal grillwork panels.
- g. **Recesses.** Windows should be recessed no less than 2 inches from the building façade.



A mixed use Italianate building with proportional and well-spaced windows, reinterpreted as a contemporary building.



Horizontal window proportions can help support the character of contemporary buildings.



Doors and windows with deep recesses to provide shading.

TABLE 16-156.E WINDOW GUIDELINES, CONT'D**3. Methods.**

- a. **Window Types.** Windows are generally double hung, single hung, hinged casement, or awning. On side or rear elevations not facing a public right-of-way, windows may be horizontal sliders. Horizontal sliders are not recommended on the side street façades of traditional corner buildings.
- b. **Clerestory Windows.** Clerestory windows may be fixed or openable.
- c. **Storefront Windows.** Windows within storefronts should be fixed or openable.
- d. **Muntins and Mullions.** Muntins and mullions should be compatible with the architectural style of the building. On traditional buildings, windows with muntins and mullions should be true divided-light.
- e. **Traditional Buildings.** All upper story windows should be of a consistent proportion, and generally stacked vertically and with head aligned horizontally. Exceptions to this will be made for the Spanish Revival style.
- f. **Curtain Walls.** Curtain walls should not be used unless recessed or paired with appropriate shade devices. Curtain wall systems must have a consistent grid with consistent panel proportions across bays. Frameless glass walls are allowed, particularly within shopfronts.

*Clerestory windows on a storefront.**Large areas of glazing should be recessed and shaded as opposed to tinted.**A curtain wall system paired with both vertical and horizontal shading elements.*

TABLE 16-156.F BUILDING ELEMENT GUIDELINES

1. Materials.

- a. **Columns, Piers, and Arches.** Columns, piers, and arches should be made of or clad in smooth plaster, stone, cast stone, or brick.
- b. **Porches and Porticos.** Porches and porticos should be made of either wood or steel.
- c. **Porte-Cocheres.** Porte-cocheres should match and be consistent with the building's overall palette of materials, forming a small, covered forecourt adjacent to the public street.
- d. **Stoops.** Stoops should be made of brick, stone, concrete, or wood.
- e. **Balconies.** Balconies should be a minimum of 5 feet in depth and made of wood, wrought iron, or metal and may be open or covered.
- f. **Railings.** On traditional buildings, porch, balcony and other railings should be made of wood, wrought iron, steel bar or tube simulating true wrought iron. Contemporary buildings may use galvanized or painted steel, aluminum, and cable railing components. Vinyl substitutes are not allowed.
- g. **Planter Boxes.** Permanently attached planter boxes, if provided, should be made of materials compatible with the rest of the building. On traditionally styled buildings, planter boxes should be clad in smooth plaster, decorative tile, stone, or cast stone. On contemporary buildings, planter boxes may also be clad in metal (steel, weathering steel) and honed concrete block.
- h. **Plant Hangers.** Plant hangers, hooks, and brackets may be made of wrought iron or metal simulating wrought iron on traditional buildings. Contemporary buildings may employ other metals suitable to the building's character.
- i. **Awnings and Canopies.** Entry coverings may include canvas awnings, or projected shed or gabled roofs supported by brackets made of wood, wrought iron or metal. Contemporary buildings may have metal or glass awnings or canopies supported by tension rods.
- j. **Bay Windows.** Bay windows should be made of or clad in materials identical to or compatible with the building's wall finish and windows.



A wood balcony supported by extended beams.



A contemporary building with balconies that are not visibly supported.

TABLE 16-156.F BUILDING ELEMENT GUIDELINES, CONT'D



A wrought iron balcony with an integrated plant holder.



Awning integrated with shopfront below and signage above.



A contemporary mixed-use building with upper floor balconies and railings that shade windows and add depth.



Contemporary bay windows that provide a building with unique residential-scale character and more natural light.



Metal awning and balconies with support poles that extend all the way down to the ground floor forming a multi-story porch.



A brick building with an articulated parapet and wrought-iron balconies.

TABLE 16-156.F BUILDING ELEMENT GUIDELINES, CONT'D

2. Compositions.

- a. **Spindles and Balusters.** Spindles and balusters on balconies, porches, and decks should not exceed a spacing of 6 inches on center, or as required by the building code, whichever is less. Standard pipe rails, horizontal and vertical, are not recommended except when located out of public view in rear yard areas or when detailed as an integral element of a contemporary building design.
- b. **Bay Windows.** Bay windows should be a maximum of 8 feet in width and should have a height that is equal to or greater than their width. Bays should be placed a minimum of 3 feet from any building corner or other bay. A bay's street facing façade should consist of at least 50% transparent fenestration.
- c. **Parapet Walls.** Parapet walls on traditionally styled buildings, along any street frontage, should be articulated with corbelled patterned brick, projected cornices, or projected roofs.
- d. **Decks and Porches.** The undercroft of decks and porches should be enclosed with lattice, vertical pickets, or metal grilles, except in the case of galleries or arcades. The soffits of arcades and galleries should be finished in a manner consistent with the architectural styles, such as, but not limited to stained bead board, stucco, or panelled. Drop-in acoustical tile systems are not allowed.
- e. **Planter Boxes.** Permanently attached planter boxes, if provided, should be between 18 to 42 inches tall and not obscure a window opening.
- f. **Porte-Cocheres.** A port-cochere should be designed as an integral wing or element of the building it serves. The detailing and architectural style of porte-cocheres should be consistent with the rest of the building.

3. Methods.

- a. **Arches.** Masonry and stucco arches (square or round) should be no less than 12 inches in depth and piers or columns should be no less than 12-by-12 inches.
- b. **Posts.** Wood posts should have a minimum nominal dimension of 6-by-6 inches and should be articulated.



This traditionally styled parapet wall helps identify the main entry into the building.



A car entry into a parking court can be subtly integrated with existing residential elements such as balconies.

TABLE 16-156.G COLOR GUIDELINES

1. Coordinated and subdued colors typical of natural building materials, such as earth tone colors are recommended. Extremely bright colors are only recommended on doors, window trim, or other building components that represent a small portion of the overall building façade.
2. White and lighter earth tone colors are encouraged as ways of reducing heat gain on buildings.
3. The number of exterior façade colors should be limited to two or three. A base color and a coordinating secondary color for trims and accents. Additional complementary colors should be used sparingly and to accent particularly beautiful building elements.
4. Allowing the natural color of materials such as stone or brick to dominate the majority of façade surface as its base color is recommended. Exceptions can be made for contemporary buildings.
5. Trim and accent secondary colors for elements such pilasters, horizontal bands, cornices and window frames should complement the shade of the base color.



Use of multiple appropriate colors can help bring identity and character to a streetwall and individual buildings.



Contemporary / contemporary designs can authentically reflect the materials used without use of additional color.

TABLE 16-156.H ROOF GUIDELINES

1. Materials.

- a. **Traditional Buildings.** Visible roofs of traditionally styled buildings primarily clad in stucco should be finished with clay tile, concrete tile simulating clay tile, slate, or dimensional composite shingles simulating slate roofing. The material should be compatible with the character or selected style of the building.
- b. **Contemporary Buildings.** Visible roofs of contemporary buildings should be finished with narrow standing seam metal, membrane roof with natural rock ballast as needed, or dimensional composition shingles. The material chosen should be compatible with the character of the building.
- c. **Organic Materials.** Green roofs may be implemented on a wide range of building styles and uses.
- d. **Gutters and Downspouts.** Gutters and downspouts should be made of galvanized steel, copper, or pre-finished aluminum.
- e. **Flashing.** Sheet metal parapet and cornice cap flashings should be integral to the overall wall design and painted to match wall or trim color.



A simple articulated parapet screening a flat roof.



Example of a contemporary flat roof with terrace.



Terra cotta roofs emphasize varied massing of this entry and building.



Varying roof heights and projecting and recessed massing elements help modulate the scale of this courtyard building.

TABLE 16-156.H ROOF GUIDELINES, CONT'D

2. Compositions.

- a. **Traditional Buildings.** Building roofs should be gabled or hipped with eaves parallel to the frontage. Flat roofs should be screened from the street by parapet walls. Parapets may be faced with a pitched roof. Shed roofs should be limited to minor building volumes and projecting elements, and should have a minimum slope of two in twelve (2:12).
- b. **Contemporary Buildings.** Parapet, gabled, hipped, shed, butterfly roofs or parapets may serve as the primary roof form.
- c. **Porte-Cocheres and Carports.** Porte-cochere and carport roof forms should complement the building's architectural style. Porte-cochere and carport roofs may be extensions of the porch roof or the building's main roof, or may be independent roofs attached to the building's side wall.
- d. **Green Roofs.** Green roofs should be located on flat roofed portions of traditionally styled buildings, but may be planted on shed (mono-pitch) and butterfly roofs of contemporary buildings subject to design review.
- e. **Service Equipment.** Service equipment and storage areas on roofs should be screened from public streets and open space.

- f. **Skylights.** Skylights should be flat (non-bubble) and are strongly discouraged from being located in roofs visible from public streets and open space except when they are an integral architectural element of contemporary buildings.
- g. **Gutters.** Gutters should be half-round or ogee. Gutters on contemporary buildings may be rectangular.

3. Methods.

- a. **Overhanging Eaves.** Overhanging eaves should have exposed rafter tails at the tip, or should be finished with a profiled cornice or gutter. On traditional buildings, flat stuccoed soffits are highly discouraged.
- b. **Rafters.** Exposed rafter tails should have a minimum nominal dimension of 3 inches by 4 inches.
- c. **Brackets.** Supporting brackets, when provided at eaves, should have a minimum dimension of 5 inches.



A contemporary building with flat roof with a generous overhang.



Flat and monopitch roofs can bring out key massing, lighting and shadow elements of a building's design.

TABLE 16-156.I VENTS, EQUIPMENT AND UTILITY GUIDELINES

1. Vents should not be visible from the public streets and open spaces as well as semi-public open spaces such as courtyards or forecourts.
2. Materials of vent grilles or caps should be consistent with the overall style and character of the building and should be coordinated with the building's finishes and architectural details.
3. For lots with alley access, service entrances, waste disposal areas, and other similar service areas should be located adjacent to the alley and take their access from it.
4. When an alley is not present, service entrances, waste disposal areas, and other similar service areas should be located as far away from – and screened from views from public streets and open spaces.
5. Fire sprinkler connections for fire department use should be mounted in the building wall rather than freestanding within the frontage or sidewalk area.

TABLE 16-156.J SITE WALL GUIDELINES**1. Materials.**

- a. **General.** All site walls should use materials that complement the architectural character of the adjacent building.
- b. **Allowed Primary Materials.** Garden walls and retaining walls exposed to public view, should be made of or clad in smooth plaster (with or without decorative tile or terra cotta elements), finished concrete block, stone (which may be mounted in gabions), or weathering steel compatible with the design of the principal building. Fences and trellises should be made of finished wood, steel, or wrought iron. Split face block may be used on trash enclosures.
- c. **Wall Materials Not Allowed.** Materials not allowed include simulated finishes such as plywood siding, EIFS (Exterior Insulation & Finish System).
- d. **Reflective Materials.** Reflective materials, such as mirrored glass, shiny metal, and chrome are not allowed.
- e. **Organic Materials.** Green walls planted with sedums may be used where appropriate.



Green walls planted with drought tolerant succulents can help cool sidewalk areas.



Smooth plaster walls may incorporate decorative tile or terra cotta accents. These walls also have an appropriate cap.



From left to right. A contemporary wooden fence; Gabion wall with weathering steel fence; Plaster front yard wall with brick cap; brick front yard wall with pre-cast concrete caps.

TABLE 16-156.J SITE WALL GUIDELINES, CONT'D

2. Compositions.

- a. **Garden Walls.** Garden walls should be no less than 6 inches wide and capped by a top. The cap on walls related to traditional building styles should overlap the wall below – caps for contemporary buildings need not. Caps can be the same width as the wall when they are the same material as the supporting wall.
- b. **Fences.** Wood fences and gates on frontages should be made of vertical pickets or lattice with no more than 3-inch gaps in between. Wrought iron fences and gates for traditional styles should be made of true wrought iron, steel bar or tube faithfully simulating true wrought iron, with bars with no less than a 4-inch space between.
- c. **Front Yard Wall Height.** Fences and garden walls within front or side street setback areas should be between 30 inches and 42 inches in height.
- d. **Side Yard Wall Height.** Fences and garden walls enclosing interior side yards may be up to 8 feet in height when built at or behind the building façade.
- e. **Wall Setbacks.** Fences built parallel to the frontage between houses or other structures should be set back an additional 2 to 5 feet behind the façade line of the house, except walls that are an integral part of the architecture of the house. In such case the wall may be flush with the façade, or set back any dimension from it as deemed appropriate.
- f. **Retaining Walls.** Retaining walls at frontages, when present, may be up to 5 feet in height. Retaining walls within front or side street setback areas – and to the line of the side yard enclosing fence or wall – should be made of or clad in materials as specified in these Architectural Guidelines. (Regardless of the height of any frontage retaining wall, a front walk and stairs should extend directly from the front door to the public street or open space.)
- g. **Service Screen Walls.** Trash receptacles should be screened from public view by opaque walls or fences.



Stucco walls with pre-cast concrete caps should reflect the building's character.



Weathering steel retaining wall at a suitable height.



An appropriately scaled front yard garden wall.

TABLE 16-156.J SITE WALL GUIDELINES, CONT'D

- h. Parking Walls.** Parking areas visible from public streets and open spaces should be screened with garden walls between 36 and 48 inches in height.

3. Methods.

- a. Brick and Cut Stone Patterns.** Brick, concrete block, and cut stone should be laid in true bonding pattern for traditional styles, and may be laid in stack bond for contemporary styles.
- b. Mortar Joints.** Brick, concrete block, and cut stone mortar joints should be struck.
- c. Rubble Stone.** Rubble stone should be laid in a natural, horizontal direction in horizontal courses with smooth or beaded mortar joints.
- d. Wood Siding.** Walls clad in wood or cement fiber board siding should be stained or painted with colors approved through the review process.
- e. Wood Siding Patterns.** Clapboard should not exceed 6 inches to the weather. Shingles should not exceed 8 inches to the weather. Dropsiding should not exceed 12 inches and 4 inches, alternately.



Plaster walls with pre-cast concrete caps.



Site walls can often be integrated into the building's frontage, allowing for additional privacy, yet remain inviting.



A stack bond concrete wall is applicable to contemporary style buildings.

16-157 Building Architecture

Sections:

A. Architectural Styles of Oxnard.....	112
B. Architectural Styles by Zone.....	113
Table 16-157.A New Traditional Style.....	114
Table 16-157.B Spanish Revival Style.....	116
Table 16-157.C Craftsman Style.....	118
Table 16-157.D Victorian Style.....	120
Table 16-157.E Contemporary Style.....	122
Table 16-157.F Art Deco Style.....	124
Table 16-157.G Non-Recommended Design Elements: Style-related.....	126
Table 16-157.H Non-Recommended Design Elements: Massing-related.....	128

A. Architectural Styles of Oxnard

1. Definition of Style

Within these Architectural Guidelines, the word "style" is used to denote a combination of massing, ornament, and materials that provides the building with a historically or regionally recognizable architectural character. A truly authentic building within a style is one that uses all of these elements appropriately in conjunction with one another.

The architecture of Oxnard's commercial, mixed-use and multi-family buildings is eclectic. There are several styles that are well represented in Oxnard, and characteristic of its existing mixed-use places. The style chosen for a new building provides guidelines and recommendations to guide the design.

Further, to generalize these guidelines so as not to focus too closely on specific historic styles, recommendations are included for "Traditional" buildings and for "Contemporary" buildings.

Specific Traditional styles identified are "New Traditional" and "Mediterranean Revival", and "Traditional" buildings as referred to herein are those that embody similar design vocabularies including heavy masonry walls, simple punched openings in vertically proportioned and stacked configurations, with doors and windows made of, or simulating wood.

Specific Contemporary styles identified are "Contemporary" (a.k.a. "International") and "Art Deco". "Contemporary" buildings are those that incorporate either contemporary details, contemporary massing, including simpler, smoother surfaces, more horizontally organized massing and openings, and windows and doors typically framed in metal.

Combining and reinterpreting styles is not discouraged, it simply requires more attention and design review. Buildings with traditional window sizes and spacing can still be considered contemporary if the windows are articulated with contemporary materials such as steel, or built into walls made of contemporary materials.

To design within a style is not to directly mimic a previous building or group of buildings brick by brick, but rather to build on proportions and details attributed to a style. Styles themselves are living traditions with great flexibility, and sometimes are not precisely delineated in the built environment.

2. Local Building Tradition

The following pages illustrate design characteristics of variations of six architectural styles within downtown Oxnard. These illustrations convey the level of detail that is to be provided in the building architecture, but do not include all possible variations.

B. Architectural Styles by Zone

The Downtown Code requires that each new building or façade renovation be designed in one of the allowed styles. The content of these Guidelines is advisory not regulatory.

Table 16-157 Architectural Styles by Zone

Downtown Zones	Architectural Styles and Guidelines					
	New Traditional	Spanish Revival	Victorian	Craftsman	Contemporary / Modern	Art Deco
	Table 16-145.5.030A	Table 16-145.5.030B	Table 16-145.5.030C	Table 16-145.5.030D	Table 16-145.5.030E	Table 16-145.5.030F
DT E/ DT E-O	○	●	●	●	○	--
DT G	●	●	●	●	●	●
DT C	●	●	○	--	●	●

● Common ○ Less Common -- Not Recommended



New Traditional



Spanish Revival



Craftsman (Oxnard, CA)



Victorian (Oxnard, CA)



Contemporary



Art Deco (Oxnard, CA)

TABLE 16-157.A NEW TRADITIONAL STYLE



Description

This style is characterized by simple 1- to 6-story buildings, with shopfronts at the ground floor and upper floor windows of offices or apartments stacked above them. Common from the 18th century to mid-20th century, this simple style - often rendered in brick, but also in stucco, stone, and occasionally wood - lines the original main commercial street of virtually every American town.



A low, wide main entry recessed under the main roof form of the house.

TABLE 16-157.A NEW TRADITIONAL STYLE, CONT'D



Defining Characteristics

- A** Ground floor shopfronts with and without awnings and bulkheads, with a sign band above
- B** A horizontal entablature at the second floor line to maintain the organizational integrity of the façade as the shopfronts below are remodeled for new tenants over time
- C** Corner shopfronts often chamfer the corner and/or are set behind a corner column
- D** Upper floor windows are stacked above the shopfronts, commonly two per shopfront opening
- E** While traditional New Traditional shopfronts are designed with wood or cast iron framing, updated shopfronts of stainless steel, chromed steel or multi-paned glass may be inserted per the preferences of new tenants

TABLE 16-157.B SPANISH REVIVAL STYLE



Description

Spanish Revival is a hallmark California architectural language with many different variations and configurations. The early Spanish missions established throughout the state helped to inspire the first wave of residential and commercial structures in the style.

The style is particularly well suited to dry climates due to the heavy use of white plaster walls that help reduce heat gain, along with covered porches and balconies to provide shaded outdoor spaces.



Spanish Revival buildings with multiple units usually contain intimate shaded courts such as these.

TABLE 16-157.B SPANISH REVIVAL STYLE, CONT'D



Defining Characteristics

- | | |
|----------|---|
| A | Low-pitched terra cotta, hip or gable roof with eaves facing the street |
| B | Low overhang eaves with exposed rafter tails |
| C | Wall surface that extends into gable without break |
| D | Smooth plaster stucco |
| E | Wood or metal balconies that are either roofed or open |
| F | Short square, round, or polygonal towers |
| G | Decorative chimney tops, especially using terra cotta tiles |
| H | Along retail building frontages, simple arcades and galleries are often present |

TABLE 16-157.C CRAFTSMAN STYLE



Description

The Craftsman Style represented an independent western movement in American architecture. The style was adapted for countless small houses and bungalows from the 1900s to the 1940s with of the best examples of this style built in Oxnard. Since that time, the Craftsman Style has evolved to include various interpretations adapting it to multifamily and mixed-use prototypes.

Typically, Craftsman forms are one-and-a-half, and up to two-and a half-story homes, with detailed eaves and a wide overhanging roof, surrounded by deep porches, and simple interior with built-in cupboards and cozy inglenooks.



A contemporary example of a Craftsman style entry porch with masonry and heavy-timber construction, and welcoming lighting.

TABLE 16-157.C CRAFTSMAN STYLE, CONT'D

**Defining Characteristics**

- | | |
|----------|---|
| A | Low, horizontal proportions, characterized by low-pitched gable roofs, horizontal materials |
| B | Deep, broad porches that are integral to the overall building form |
| C | Wide, projecting eaves with exposed rafter tails, supporting beams or braces, and timber-frame decoration in gable ends |
| D | Ganged windows and doors, vertical in proportion and trimmed with wood |
| E | An emphasis on natural materials, particularly wood, brick and stucco, often with natural stone foundations and piers |
| F | Broad windows and doors |
| G | Porches with distinctive pier columns combinations |



TABLE 16-157.D VICTORIAN STYLE



Description

The Victorian style draws from Carpenter Gothic and Queen Anne traditions as seen throughout California, from the 1830s to the turn of the century. In the Carpenter Gothic, cross gables with steeply pitched decorated gables are common. In the Queen Anne, bays and turrets are common with surface shingle patterns gaining importance. In both variants, the porches receive the most details.

Victorian buildings are typically characterized by picturesque massing and tall proportions, simple forms with elaborate detail, steeply pitched decorated gables, detailed porches, and bays and turrets with surface shingle patterns gaining importance. The basic volume massing tends to be square or rectangular with a gabled or hipped roof.



TABLE 16-157.D VICTORIAN STYLE, CONT'D



Defining Characteristics

- | | |
|----------|--|
| A | Tall vertical proportions for windows and doors |
| B | House masses are usually divided into three or five equal bays with the windows, doors, and accents elements centered in these divisions |
| C | Roofs are typically steeply pitched gable forms, with highly detailed eaves or flat with a parapet |
| D | Highly detailed window and door head trim |
| E | Walls of brick, clapboard, board and batten, shingle, or stone |
| F | Patterned shingle accents |
| G | Highly detailed wooden porches, shopfronts, galleries, arcades and balconies |
| H | Primary siding colors tend to be white, off-white, cream, gray green, gray blue, or brown |



TABLE 16-157.E CONTEMPORARY/MODERN STYLE



Description

Contemporary architecture emphasizes simple mass and form over the application of ornament and details. A descendant of the Bauhaus movement and the International (Contemporary) style, the Contemporary style now includes many variations of building designs that all share the same general principles. Whereas the Contemporary style consciously emphasized the horizontal, many contemporary buildings emphasize the vertical or weave the two into balanced compositions.

Contemporary buildings employ large amounts of glazing and hard, smooth wall materials. In some cases hard materials and contemporary detailing (omitting applied trim as shown here) are applied to simple masses, with traditional façade composition patterns. The best contemporary architecture for urban infill buildings composes strong "streetwalls" rather than indulging in acrobatic massing or pattern-making.



Example of contemporary detailing without applied trim.

TABLE 16-157.E CONTEMPORARY/MODERN STYLE, CONT'D**Defining Characteristics**

- | | |
|----------|---|
| A | Little to no decorative detailing at doors and windows |
| B | Smooth, unornamented wall surface, often incorporating concrete and metal |
| C | Asymmetrical façade, with window patterns that may not be consistent across floors |
| D | Flat roofs without ornamental parapets or coping at the roof line |
| E | Heavy use of glass along façades, often in the form of floor-to-ceiling windows or ribbon windows |
| F | Front door usually unadorned, and often obscured or recessed |
| G | Prominent cantilevered sections of building, roof and/or balcony without visible support from main body of the building |



TABLE 16-157.F ART DECO STYLE



The historic Woolworth Building downtown Oxnard is a fine example of the Art Deco style.

Description

Art Deco started to appear in Europe in the 1910s and was a curious blend of Contemporaryism, history, and fantasy; influenced by the speed-infused aesthetic of the Italian Futurists and the mystical images of Mayan, Assyrian, and Moorish cultures. Adopted in America primarily in the 1930s, the Art Deco style was seldom used for single-family houses. It reached its apogee in New York, Los Angeles and Miami, primarily in apartment buildings and city skyscrapers, which seemed best suited to this style of applied, concentrated decoration. It was also common in civic (schools, theaters, city halls, etc.) and commercial (department stores, office buildings, etc.) buildings. Doorways, in particular, showed off the stylized forms of tropical and exotic motifs.



TABLE 16-157.F ART DECO STYLE, CONT'D



Defining Characteristics

- | | |
|----------|---|
| A | Smooth wall surface, typically of stucco utilizing a three-step process |
| B | Zigzags, chevrons, and other stylized and geometric motifs occur as decorative elements of the façade |
| C | Simple, horizontal massing with flat roofs and accented by strong, vertical massing elements such as towers and finials, often defining a strong central axis |
| D | Horizontally-proportioned windows and doors, often set in horizontal bands. |
| E | Towers and other vertical projections above the roof line give a vertical emphasis |
| F | Use of stylized and geometric motifs in decorative façade elements |
| G | Pastel, muted color palettes |



TABLE 16-157.G NON-RECOMMENDED DESIGN ELEMENTS: CONTEMPORARY STYLE-RELATED

- a. **Mismatched Ground and Upper Floors.** As multi-family housing developers move into the mixed-use development business, all too often very ordinary apartment building designs get new ground floors, with unfortunate results. Oxnard's new generation of downtown buildings should project the image of a new building in a growing city, and unified façade designs that unapologetically define beautiful urban spaces are the goal. The "softer" apartment project aesthetic has its place, but it is not in Oxnard's evolving downtown.



An abundance of ornament and applications of the same material in different circumstances cause visual confusion.

- b. **Overly Acrobatic Massing.** Oxnard's downtown buildings should define the public realm with façades that are "articulated planes" rather than massive objects in and of themselves. In many ways it is the job of the mixed-use building to "blend in" with its neighbors, working together to form the public spaces that are "your town". Designs that try too hard to be noticed, or to "break up the mass" are discouraged.



Example of innovative massing that would not contribute optimally to defining public space in Oxnard's downtown.

TABLE 16-157.G NON-RECOMMENDED DESIGN ELEMENTS: CONTEMPORARY STYLE-RELATED

- c. **Façade Frames.** Another way in which mixed-use buildings often try to hard to stand out is with over-scaled "frames" applied to portions of the façade relieve its "flatness". A calmer, more timeless approach that would better connect Oxnard's past to its future while alleviating the flatness is by recessing the windows into the façade, providing with a greater sense of solidity and depth.



Example of façades articulated through the use of applied frames, currently in fashion but likely to look dated before long.

- d. **Dead Ground Floors.** Oxnard's current and future downtown buildings require active ground floor frontages for safety and comfort. Architecturally attractive but uninhabited and inactive frontages are not allowed.



A blank ground floor frontage.

TABLE 16-157.H NON-RECOMMENDED ELEMENTS: CONTEMPORARY MASSING-RELATED

- a. **Absence of Primary Mass.** The first common aberration is the absence of a clear primary mass, which makes up the main body of a house. This body should be dominant and legible, and is defined by a basic rectangular shape which is articulated by an associated singular roof form of concomitant simplicity. In the aberrational examples, this main body is not legible; either because the projecting elements dominate the massing or because the applied roof forms obscure and confuse the main building.



AVOID. This complex arrangement of projections leave the building with no discernible primary massing.

- b. **Applied Massing:** A second common aberration, is known as "applied massing." Large buildings - particularly in a "small-town" city like Oxnard should be articulated so that they do not present the appearance of a hulking mass. Balconies and bay windows are valuable tools in achieving this, along with purposeful fenestration patterns and breaks in the primary building mass. Applying balconies and projected masses in arbitrary patterns does not achieve the desired effect, and are destructive of the "streetwall" that the building should help to create for the neighborhood.



AVOID. Too many elements, too many materials, too varied in expression.

- c. **Complex Massing.** The third increasingly common aberration is complex massing, in which individual room volumes within a building are expressed in plan, massing, and roof form, undisciplined by the rigor of the recommended primary mass and wing organization. The end result of such complicated massing is not a cohesive elegant design, but rather an apparent collection of disparate parts. Like the other aberrations, this technique is used frequently in an attempt to disguise a building mass that is too large for its lot or its neighborhood. The phrase "breaking up the mass" frequently accompanies this technique, which is not appropriate to Oxnard. Massing in Oxnard is intentional, not mitigation of bad decisions made in plan.



AVOID. Arbitrary massing can result in awkward, disjointed roof forms.

Part 3: Definitions

16-156 Definitions

Sections:

16-156.A	General Definitions.....	129
16-156.B	Use Definitions.....	131

The following definitions apply to the Downtown Code. The existing definitions in Section 16-10 of the City Code apply to items not separately defined in the Downtown Code.

A. General Definitions

Alcohol, Beverage with food sales (on-site consumption). Any establishment wherein alcoholic beverages are sold, served, or given away for consumption on the premises.

Architectural Features. Exterior building elements intended to provide ornamentation to the building massing, including, but not limited to: eaves, cornices, bay windows, oriels, window and door surrounds, light fixtures, canopies, and balconies.

Bar. An establishment that sells beer, wine, and/or distilled spirits in accordance with applicable California Department of Alcoholic Beverage Control regulations, where food service is incidental and subordinate to the sale of alcohol (e.g., nightclub, lounge, tavern, taproom, etc.).

Bay, Bay Window. A window that projects from the building façade or elevation that begins on the ground floor and can extend to upper floors.

Block. An area of land separated from other areas by adjacent streets, railroads, rights of-way, or public areas.

Block Face. The aggregate of all the Building Façades on one side of a block. The Block Face provides the context for establishing architectural harmony.

Block Length. The horizontal distance measured from one end of the block to the other end along the same right-of-way.

Block Perimeter. The aggregate of all sides of a block measured along the adjacent right-of-way.

Block-Scale, Building. A building that is individually as large as a block or multiple buildings collectively arranged along a street to form a continuous façade as long as most or all of a block.

Building Elevation. The exterior wall of a building not adjacent to a public right-of-way, the front or side along a private street, or civic space.

Building Façade. The exterior wall of a building adjacent to a public right-of-way, the front or side along a private street, or civic space.

Building Height (In Downtown Zones only). The building's vertical extent measured in feet at the front exterior finished grade to the highest top plate.

Building Form and Size (In Downtown Zones only). There are two general categories of building form: Block-form and House Form.

- **Block-form:** Attached or detached buildings that are the size of most or all of a block. These buildings range in overall length from 50 to 400 feet.
- **House-form:** Detached buildings that are the size of houses, small to large, and range in overall length from 25 to 100 feet.

Build-to Line (BTL) (In Downtown Zones only). A line parallel to a lot line or right-of-way where it is required for a building façade to be placed.

Ceiling Height, Ground Floor. Height from finished floor to finished ceiling of primary rooms on the ground floor, not including secondary rooms such as bathrooms, closets, utility rooms and storage spaces.

Commercial Garden. An establishment that produces vegetables, herbs, and fruit for restaurants and other food establishments.

Depth, Ground-Floor Space. The distance from the interior of the street-facing façade to the rear interior wall of the ground-floor space available to an allowed use.

Eating and Drinking Establishment. Any establishment where food and/or alcoholic beverages are served. Includes restaurants, brew pubs, micro-breweries and micro-distilleries, on-sale liquor establishments, and bars.

Elevated Ground Floor. A ground floor situated above the grade plane of the adjacent sidewalk.

Farmers Market. A temporary food market at which local farmers sell fruit and vegetables and often meat, cheese, and bakery products directly to consumers.

Footprint, Building. The outline of the area of ground covered by the foundations of a building or structure.

Frontage, Private. The area between the building façade and the shared site line between the public right-of-way and the site.

Frontage, Public. The area between the curb of the vehicular lanes and the edge of the right-of-way.

Glazing. Openings in a building in which glass is installed.

Grocery Store. A retail shop that primarily sells food.

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

Health and Exercise Center/Spa. A private club with exercise facilities, also offering health and beauty treatments.

Highest Top Plate. The vertical distance between grade and the highest top plate of the building.

House Scale Building. A building that is within the range of size of a small to large house and set apart from other buildings with setbacks.

Main Body. The primary massing of a building.

Main Façade. The front façade of a Main Building.

Massing. The overall shape or arrangement of the bulk or volume of a building.

Mortuary, Funeral Home. Establishments primarily engaged in the provision of services involving the care, preparation, purification by fire, or disposition of the human deceased other than in cemeteries.

Motor Vehicle Sales, Service. A retail or wholesale establishment selling and/or renting automobiles, trucks and vans, trailers, motorcycles, and scooters with internal combustion engines (bicycle sales are included in "Retail"). May also include repair shops and the sales of parts and accessories incidental to vehicle dealerships.

Museum, Art Gallery. An establishment where objects of historical, scientific, artistic, or cultural interest are stored and exhibited.

Nightclub. Any establishment that provides for alcohol service and that includes dancing open to the public for which a fee or cover charge may or may not be imposed, live musical performances for which a fee or cover charge may or may not be imposed, a disc jockey, karaoke, or comedy or theatrical performances; and where fixed seating or chairs are not provided for each patron or customer in attendance. A public dance shall not include dancing at a facility where the rental of such facility is for a private function and not open to the general public.

Oriel, Oriel Window. A window that projects from the building façade, located on upper floors and may extend for multiple stories.

Outdoor Display. The placement of goods or merchandise outdoors that are representative of the kinds of goods or merchandise which a retail business offers for sale to the public.

Run. The length of a façade between required façade breaks, or from one end of the building to a required façade break, or from one end of the building to the other end where no façade break exists.

Secondary Wing. A structure physically attached to, and secondary and incidental to, the Main Body.

Setback, Parking. The mandatory clear distance between a property line and parking.

Social Services. Government services provided for the benefit of the community, such as education, medical care, and housing.

Story (In Downtown Zones only). That portion of a building between the bottom surface of a floor and the upper surface of the floor next above. If the finished floor level directly above a basement or cellar is more than three feet above natural grade, such basement or cellar shall be considered a story.

Story, Half (In Downtown Zones only). A conditioned space that rests primarily underneath the slope of the roof, usually having dormer windows. A half-story shall be considered a story when its top wall plates, on at least two opposite exterior walls, are four feet or more above the floor of such story.

Street, Front. Street located along the front lot line of a parcel.

Street Frontage, Principal. The length of the property line of any design site parallel to and along the public right-of-way which it borders and which is identified by an officially assigned street address.

Street, Side. Street located along a design lot of a parcel that is not along the front site line.

Transit Facility. An establishment that provides for transit for the general public by train, bus, taxi.

Wall Plane. A vertical surface defined by the façades of buildings.

B. Use-Definitions

Artisanal Production (Custom Manufacturing). Establishments primarily engaged in on-site production of goods by hand manufacturing which involves only the use of hand tools or domestic mechanical equipment not exceeding two horsepower or a single kiln not exceeding eight kilowatts and the incidental direct sale to consumers of only those goods produced on-site. Typical uses include ceramic studios, candle-making shops or custom jewelry manufacturers.

Brewpub. A small-scale beer manufacturer or microbrewery that produces and sells beer on the premises and may serve food for on-site consumption. A brewpub is considered an on-sale liquor establishment that may include off-site sales as an accessory activity.

Community Assembly (Religious Assembly). A facility available for public assembly, such as a conference hall, club hall, lodge, performing arts center, amphitheater, or event facility, or for religious worship, such as a church, temple or mosque.

Financial, Insurance and Real Estate Services. Establishments primarily engaged in the provision of financial, insurance, real estate or securities brokerage services. Typical uses include banks, insurance agencies, or real estate firms. Financial services also include check cashing services, pay day lenders (also known as deferred deposit originators), pawnbrokers, cash for gold dealers, and similar activities.

Home Office. A limited area of a dwelling used for the transaction of business or the supply of professional services which employ up to three external employees. Home office may include the following: agent, architect, artist, broker, consultant, draftsman, dressmaker, engineer, interior decorator, lawyer, notary public, teacher, and other similar occupations, as determined by the Director.

Homeless Shelter and Resource Center. Temporary residence for homeless individuals and their families, operating from an established business plan that includes a range of supportive services, such as drug and mental health counseling, transportation services, daytime programmed activities, access counseling for social services, a commercial kitchen space, 24-hour security, storage space for personal belongings, and other amenities.

Office – Medical. Examining, consulting with and treating patients with medical, dental, or optical purposes on an out-patient basis.

Office – Public or Private (Administrative Services; Administrative and Professional Services; Business Support Services). Business and professional services. Examples of these uses include accounting services, insurance agent offices, real estate offices, travel agencies, counseling services, news services, telemarketing, utility company offices, elected official satellite offices, etc.

Outdoor Dining. Restaurant activity that occurs outside of the building and may be located within the public right-of-way on the sidewalk.

Outdoor Display. The placement of goods or merchandise outdoors that are representative of the kinds of goods or merchandise which a retail business offers for sale to the public.

Public Open Space. A park, plaza, pocket park or other open space that is for public use.

Personal Services. Establishments providing non-medical services to individuals as a primary use. Examples of these uses include: barber and beauty shops; garment pressing, repair and alteration; laundering, dry cleaning, laundromats; cleaning pickup stations; shoe repair shops; printing, limited to letterpress and duplication machines; therapeutic massage; vending machines. These uses may also include accessory retail sales of products related to the services provided.

Public Safety Facilities (Ambulance Services). Facilities serving the transportation of ill or injured persons to and from treatment facilities together with incidental storage and maintenance of necessary vehicles.

Public Service Facilities. Includes, but is not limited to, water, sewer, gas, cable television, communications and electric power distribution lines.

Repair service - equipment, appliances, etc. Miscellaneous repair services including only:

1. Business equipment and furnishings repair and service;
2. Household yard equipment and appliance repair and service; and
3. Audio, video and computer repair and service.

Residential. Residential occupancy of a dwelling unit

Retail Uses. Premises available for the sale of merchandise and food service .

Schools – Public or Private. Educational services provided by: public, private, and parochial day care centers for more than twelve children; public, private and parochial elementary, junior high, and senior high schools; and junior colleges.

Tasting Room. A facility licensed by the California Department of Alcohol Beverage Control to allow customers to taste or sample wine, beer, or other alcoholic beverages on the premises as provided by a beer manufacturer or wine grower. A tasting room may hold beer- or wine-related educational, sales or marketing events. Food sales are allowed. A tasting room is considered an on-sale liquor establishment that includes sales of alcohol for off-site consumption as an accessory activity.

Walkability. The condition when an area is highly interconnected to other areas, is pedestrian oriented, where bicycling and walking are appealing and viable daily options because services, transit, shopping, and restaurants are within walking distance of most residences in an approximate 1/2-mile diameter area.

Work/Live, Live-Work (In Downtown Zones only). An integrated housing unit and working space, occupied and utilized by a single household in a structure, either single-family or multifamily, that has been designed or structurally modified to accommodate joint residential occupancy and work activity, and where the residential use is secondary and accessory to the primary use as a place of work.

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DOWNTOWN CODE

CITY OF OXNARD | PUBLIC HEARING DRAFT | 16 MAY 2019

ATTACHMENT “C”

Draft Resolution – Zone Change

RESOLUTION NO. 2019- [PZ 18-570-02]

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING THAT THE CITY COUNCIL APPROVE ZONE CHANGES TO PARCELS WITHIN THE CENTRAL BUSINESS DISTRICT ZONE AND DESIGNATED ADJACENT AREAS WITH DOWNTOWN-CORE, DOWNTOWN-GENERAL, AND DOWNTOWN-EDGE, INCLUSIVE, AS DEPICTED IN FIGURE 16-147.A OF THE DOWNTOWN CODE DOCUMENT DATED MAY 19, 2019. FILED BY CITY OF OXNARD, COMMUNITY DEVELOPMENT DEPARTMENT, 214 SOUTH C STREET, OXNARD, CA, 93030.

WHEREAS, Government Code Section 65300 requires each legislative body and planning agency to prepare and adopt a comprehensive, long-term general plan for the physical development of the city; and

WHEREAS, the City of Oxnard 2030 General Plan was adopted on October 11, 2011; and

WHEREAS, the operative documents of the Oxnard 2030 General Plan consist of the (1) Background Report and (2) Goals and Policies, which includes the separately bound 2013-2021 Mid-Cycle Housing Element; and

WHEREAS, the City has prepared a comprehensive “Downtown Code” document dated May 16, 2019 to amend land use designations, regulations and development standards, and introduces design guidelines for the downtown and areas immediately adjacent to the north and west of downtown to enhance the quality of life; public health, safety, and welfare; and development opportunities; and

WHEREAS, proposed Planning and Zoning (PZ) Permits Nos. 18-620-01, General Plan Amendment, 18-580-01, Zone Text Amendment, and 18-570-02, Zone Change, collectively and, with concurrent adoption, comprehensively amend the 2030 General Plan, Goals and Policies Central Business District (CBD) land use designation and related policies, uses and development standards; and

WHEREAS, Exhibit “A” of “Attachment A” is the recommended text for an ordinance of the City Council adopting PZ No. 18-570-02, Zone Change, that includes a list of parcels as Exhibit “B” with each parcels’ current zoning and proposed zone change, respectively; and

WHEREAS, proposed zone changes shall be consistent with Figure 16-147.A, “Zoning District Regulating Plan”, included in the Downtown Code document dated May 19, 2019 and includes applying the Downtown Edge-Open Sub-Zone and Shopfront Overlay as depicted in Figure 16-147.A therein; and

WHEREAS, PZ No. 18-570-02, Zone Change (ZC) retains the “All-Affordable Housing” and additive map designation “-AH” to all parcels with said designation as of June 6, 2019; and

WHEREAS, the 2030 General Plan Final Program Environmental Impact Report (PEIR) was presented to the City Council at a *public hearing on February 2, 2010, following which the City Council adopted certification* Resolution No.13,770 consistent with Section 15090 of the State California Environmental Quality Act (CEQA) Guidelines that the Final PEIR was completed in accordance with CEQA, and reflects the independent

judgment and analysis of the City; and

WHEREAS, the documents and other material that constitute the record of proceedings upon which the 2030 General Plan, Final PEIR, and Statement of Overriding Considerations and Findings of Fact are located in the Planning Division, and the custodian of the record is the Planning Manager; and

WHEREAS, the City prepared Addendum No. 5 to the Final EIR for the 2030 General Plan according to State CEQA Guidelines Section 15164; and

WHEREAS, each of the reasons documented in Addendum No. 5 provides an independent basis for finding that CEQA does not require further environmental review of Zone Change PZ No. 18-570-02,

WHEREAS, the Planning Commission has held a public hearing and received and reviewed written and oral comments related to proposed Zone Change PZ No. 18-570-02; and

WHEREAS, the Planning Commission finds after due study and deliberation that the public interest and general welfare require the adoption of Zone Change No. 18-570-02.

NOW, THEREFORE, the Planning Commission of the City of Oxnard:

1. For the above stated reasons, and the reasons set forth in the staff report, finds that the proposed amendment will not result in any new significant environmental impacts that were not addressed in the 2030 General Plan Final PEIR, will not increase the severity of any previously identified impacts, and is exempt from CEQA under Guidelines section 15061(c)(3).
2. Recommends that the City Council adopt Zone Text Amendment PZ No. 18-570-02 amending the City's official Zoning Map to change the zoning designations as shown in Exhibit "A" of Attachment "A", for the parcels listed in Exhibit "B" of Attachment "A", attached hereto and incorporated herein by reference.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 6th day of June, 2019, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

RECUSED: Commissioners:

Vincent Steward, Chair

ATTEST: _____
Douglas Spondello, Secretary

ATTACHMENT “A”

ORDINANCE OF THE CITY OF OXNARD

ORDINANCE NO.

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD APPROVING ZONE CHANGE NO. 18-570-02 FOR 5,005 PARCELS WITHIN AND ADJACENT TO THE CENTRAL BUSINESS DISTRICT OF THE CITY OF OXNARD FROM CENTRAL BUSINESS DISTRICT (CBD), MULTIPLE-FAMILY RESIDENTIAL (R-2), GARDEN APARTMENT (R-3), HIGH-RISE RESIDENTIAL (R-4), GENERAL COMMERCIAL (C-2), AND COMMERCIAL OFFICE (CO) WITH ADDITIVE ZONING DESIGNATIONS FOR PLANNED DEVELOPMENT (-PD) AND AFFORDABLE HOUSING (-AH) TO DOWNTOWN-GENERAL (DT-G), DOWNTOWN-CORE (DT-C), AND DOWNTOWN-EDGE (DT-E) WITH THE ADDITIVE ZONING DESIGNATION FOR AFFORDABLE HOUSING (-AH) IF PREVIOUSLY INDICATED, AND DESIGNATING OVERLAY ZONES FOR DT-E OPEN SUB-ZONE AND SHOPFRONT OVERLAY ALONG CERTAIN STREETS. FILED BY CITY OF OXNARD, COMMUNITY DEVELOPMENT DEPARTMENT, 214 SOUTH C STREET, OXNARD, CA, 93030.

WHEREAS, Government Code Section 65300 requires each legislative body and planning agency to prepare and adopt a comprehensive, long-term general plan for the physical development of the city; and

WHEREAS, the City of Oxnard 2030 General Plan was adopted on October 11, 2011; and

WHEREAS, the operative documents of the Oxnard 2030 General Plan consist of the (1) Background Report, (2) Goals and Policies, which include the separately bound 2013-2021 Mid-Cycle Housing Element; and

WHEREAS, the City has prepared a comprehensive “Downtown Code” document dated May 16, 2019 to amend and use designations, regulations and development standards, and introduces design guidelines for the downtown and areas immediately adjacent to the north and west of downtown to enhance the quality of life; public health, safety, and welfare; and development opportunities; and

WHEREAS, proposed Planning and Zoning (PZ) Nos. 18-620-01, General Plan Amendment, 18-580-01, Zone Text Amendment, and 18-570-02, Zone Change collectively and, with concurrent adoption, comprehensively amend the 2030 General Plan, Goals and Policies Central Business District (CBD) land use designation and related policies, uses and development standards; and

WHEREAS, the proposed PZ No. 18-570-02, Zone Change (“Rezoning”), replaces zoning designations with new designations as shown in Exhibit “A” attached hereto; and

WHEREAS, attached hereto Exhibit “B” is a list of parcels by Assessor Parcel Number (APN) indicating each parcels’ current zone designation and the proposed zone designation; and

WHEREAS, the 2030 General Plan Final Program Environmental Impact Report (PEIR) was presented to the City Council at a public hearing on February 2, 2010, following which the City Council adopted certification Resolution No.13,770 in accordance with Section 15090 of the State California Environmental Quality Act (CEQA) Guidelines that the Final PEIR was completed in accordance with CEQA, and reflects the independent judgment and analysis of the City; and

WHEREAS, the documents and other material that constitute the record of proceedings upon which the 2030 General Plan, Final PEIR, and Statement of Overriding Considerations and Findings of Fact are located in the Planning Division, and the custodian of the record is the Planning Manager; and

WHEREAS, the City prepared Addendum No. 5 to the 2030 General Plan Final EIR for the 2030 General Plan consistent with State CEQA Guidelines Section 15164; and Addendum No. 5 provides an independent basis for finding that CEQA does not require further environmental review of General Plan Amendment PZ No. 18-570-02; and

WHEREAS, the Planning Commission held a public hearing and received and reviewed written and oral comments related to proposed General Plan Amendment PZ No. 18-570-02 and the Planning Commission recommended that the City Council adopt proposed General Plan Amendment PZ No. 18-570-02.

The City Council of the City of Oxnard does hereby ordain as follows:

Section 1. Zone Change PZ No. 18-570-02 is approved, as shown on the map attached hereto as Exhibit "A" and for parcels listed in Exhibit "B" and incorporated herein by reference.

Section 2. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid.

Section 4. The City Clerk shall certify to the adoption of this ordinance and shall cause the summary thereof to be published within fifteen (15) calendar days of the adoption and shall post a certified copy of this ordinance, include the vote for and against the same, in the office of the City Clerk, in according with Government Code Section 36933. Ordinance No. ____ was first read on _____, 2019, finally adopted on _____, 2019, to become effective thirty (30) days thereafter.

The foregoing Ordinance was adopted at a regular meeting of the City Council of the City of Oxnard, State of California, held on the _____ day of _____, _____, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Tim Flynn, Mayor

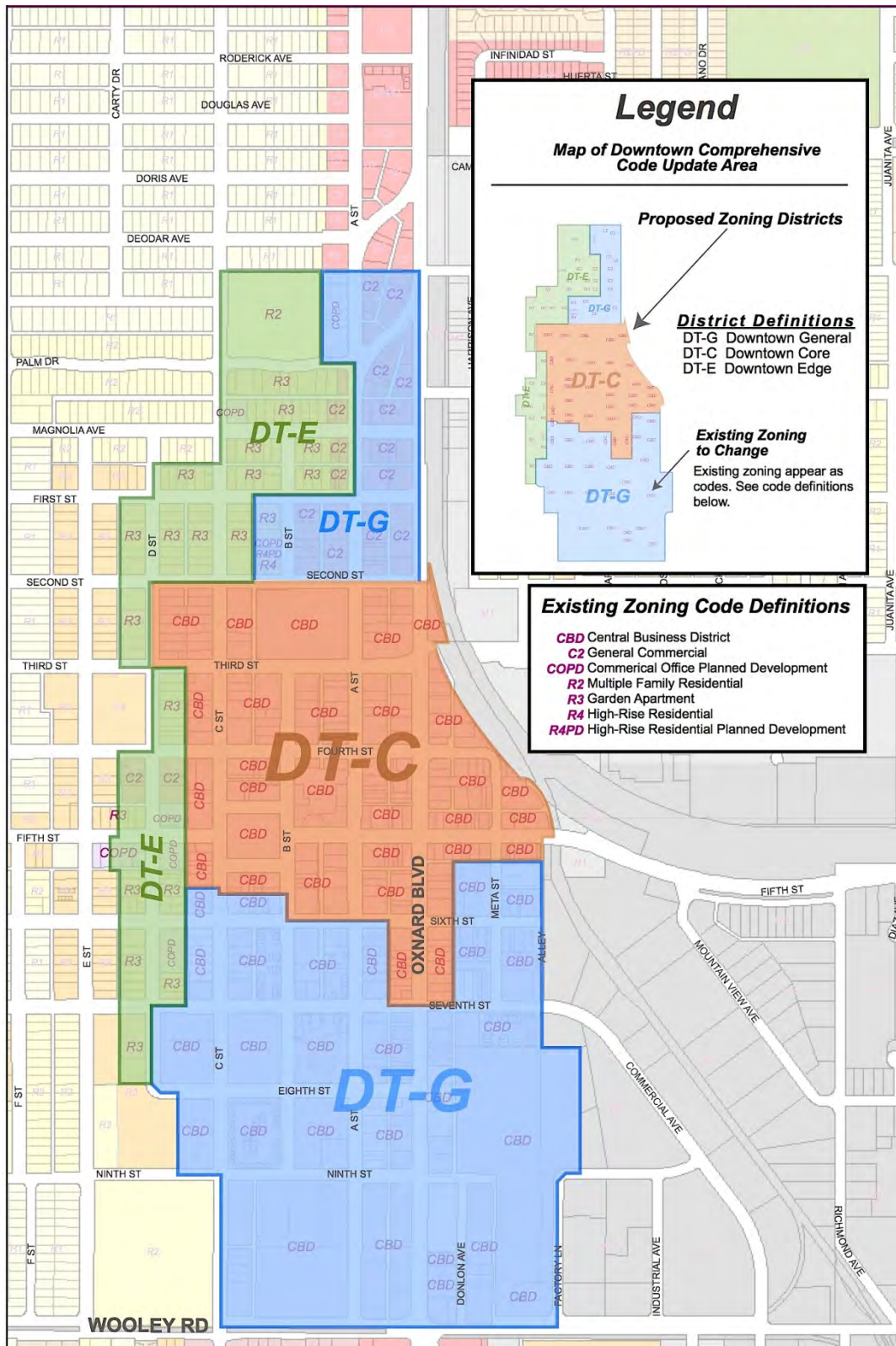
ATTEST:

APPROVED AS TO FORM:

Michelle Ascension, City Clerk

Stephen M. Fischer, City Attorney

EXHIBIT "A"



Accessor Parcel Number (9- digit format)	FROM - Current Zone Designation	TO - Proposed Zone Designation	Situs Address	City	St	Current Zone Designation Description	Proposed Zone Designation Description
200032301	C2	DT-E	205 N A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN_EDGE
200032302	C2	DT-E	215 MAGNOLIA AVE	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN_EDGE
200032325	C2	DT-E	202 PALM DR	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN_EDGE
202005305	C2	DT-E	210 MAGNOLIA AVE	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN_EDGE
202005306	C2	DT-E	139 N A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN_EDGE
202005307	C2	DT-E	101 N A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN_EDGE
202005308	C2	DT-E	223 W FIRST ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN_EDGE
202005309	C2	DT-E	213 W FIRST ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN_EDGE
202008509	C2	DT-E	420 S D ST APT 3	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN_EDGE
202008510	C2	DT-E	432 W FOURTH ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN_EDGE
202008521	C2	DT-E	426 S D ST APT 2	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN_EDGE
202008602	C2	DT-E	421 S D ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN_EDGE
202008615	C2	DT-E	518 W FOURTH ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN_EDGE
202008616	C2	DT-E	401 S D ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN_EDGE
202008619	C2	DT-E	435 S D ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN_EDGE
200032323	COPD	DT-E	200 N C ST	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN_EDGE
202013114	COPD	DT-E	430 W FIFTH ST LND	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN_EDGE
202013121	COPD	DT-E	430 W FIFTH ST	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN_EDGE
202013216	COPD	DT-E	517 S D ST	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN_EDGE
202013217	COPD	DT-E	528 W FIFTH ST	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN_EDGE
202013320	COPD	DT-E	600 S D ST RUB	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN_EDGE
202029002	COPD	DT-E	463 W FIFTH ST	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN_EDGE
202029004	COPD	DT-E	451 W FIFTH ST	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN_EDGE
202029005	COPD	DT-E	445 W FIFTH ST	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN_EDGE
202029008	COPD	DT-E	443 W FIFTH ST	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN_EDGE
202004403	NA	DT-E	135 S D ST RUB	OXNARD	CA	NOT DETERMINED	DOWNTOWN_EDGE
202005112	NA	DT-E	122 N C ST RUB	OXNARD	CA	NOT DETERMINED	DOWNTOWN_EDGE
202005310	NA	DT-E	219 W FIRST ST RUB	OXNARD	CA	NOT DETERMINED	DOWNTOWN_EDGE
200032223	R1	DT-E	350 N C ST RUB	OXNARD	CA	SINGLE FAM RES	DOWNTOWN_EDGE
200032303	R3	DT-E	217 MAGNOLIA AVE	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032304	R3	DT-E	231 MAGNOLIA AVE APT B	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032305	R3	DT-E	237 MAGNOLIA AVE	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032306	R3	DT-E	247 MAGNOLIA AVE	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032307	R3	DT-E	255 MAGNOLIA AVE	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032308	R3	DT-E	305 MAGNOLIA AVE	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032309	R3	DT-E	309 MAGNOLIA AVE	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032310	R3	DT-E	319 MAGNOLIA AVE	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032311	R3	DT-E	325 MAGNOLIA AVE	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032314	R3	DT-E	236 N C ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032315	R3	DT-E	330 PALM DR	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032316	R3	DT-E	322 PALM DR	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032317	R3	DT-E	308 PALM DR APT B	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032318	R3	DT-E	258 PALM DR	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032319	R3	DT-E	248 PALM DR	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032320	R3	DT-E	238 PALM DR	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032321	R3	DT-E	222 PALM DR	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
200032324	R3	DT-E	214 PALM DR	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004401	R3	DT-E	101 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004402	R3	DT-E	119 S D ST APT B	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004404	R3	DT-E	145 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004405	R3	DT-E	159 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004507	R3	DT-E	121 N C ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004508	R3	DT-E	401 W FIRST ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004509	R3	DT-E	411 W FIRST ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004510	R3	DT-E	417 -421 W FIRST ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004511	R3	DT-E	425 W FIRST ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004512	R3	DT-E	435 W FIRST ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004513	R3	DT-E	110 N D ST APT G	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004601	R3	DT-E	418 W FIRST ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE

Page 2 EXHIBIT B

202004602	R3	DT-E	111 S C ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004603	R3	DT-E	125 S C ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004604	R3	DT-E	127 S C ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004605	R3	DT-E	135 S C ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004606	R3	DT-E	143 S C ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004607	R3	DT-E	151 S C ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004608	R3	DT-E	161 S C ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004609	R3	DT-E	160 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004610	R3	DT-E	150 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004611	R3	DT-E	144 S D ST FRONT	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004612	R3	DT-E	134 S D ST APT 3	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004613	R3	DT-E	130 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004614	R3	DT-E	118 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004615	R3	DT-E	110 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202004616	R3	DT-E	440 W FIRST ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005101	R3	DT-E	344 MAGNOLIA AVE	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005102	R3	DT-E	336 MAGNOLIA AVE	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005103	R3	DT-E	328 MAGNOLIA AVE	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005104	R3	DT-E	320 MAGNOLIA AVE	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005105	R3	DT-E	312 MAGNOLIA AVE	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005106	R3	DT-E	302 MAGNOLIA AVE	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005107	R3	DT-E	111 N B ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005108	R3	DT-E	303 W FIRST ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005109	R3	DT-E	321 W FIRST ST APT 1	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005110	R3	DT-E	327 W FIRST ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005111	R3	DT-E	339 1/2 W FIRST ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005212	R3	DT-E	132 S C ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005213	R3	DT-E	128 S C ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005214	R3	DT-E	120 1/2 S C ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005215	R3	DT-E	110 S C ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005216	R3	DT-E	328 W FIRST ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005218	R3	DT-E	144 S C ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005301	R3	DT-E	126 N B ST APT A	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005302	R3	DT-E	236 MAGNOLIA AVE	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005303	R3	DT-E	226 MAGNOLIA AVE	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005304	R3	DT-E	222 MAGNOLIA AVE APT A	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005311	R3	DT-E	227 W FIRST ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005312	R3	DT-E	235 1/2 W FIRST ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202005313	R3	DT-E	245 W FIRST ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008201	R3	DT-E	201 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008202	R3	DT-E	225 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008203	R3	DT-E	235 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008204	R3	DT-E	249 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008205	R3	DT-E	261 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008308	R3	DT-E	429 W FOURTH ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008309	R3	DT-E	354 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008310	R3	DT-E	350 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008311	R3	DT-E	344 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008312	R3	DT-E	334 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008313	R3	DT-E	328 S D ST APT A	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008314	R3	DT-E	316 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008315	R3	DT-E	310 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008316	R3	DT-E	S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008605	R3	DT-E	501 W FIFTH ST LND	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008606	R3	DT-E	511 W FIFTH ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202008607	R3	DT-E	521 W FIFTH ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013109	R3	DT-E	542 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013201	R3	DT-E	527 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013202	R3	DT-E	537 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013204	R3	DT-E	563 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013205	R3	DT-E	511 W SIXTH ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013206	R3	DT-E	519 W SIXTH ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE

Page 3 EXHIBIT B

202013309	R3	DT-E	W SIXTH ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013310	R3	DT-E	654 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013311	R3	DT-E	648 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013312	R3	DT-E	642 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013401	R3	DT-E	601 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013402	R3	DT-E	619 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013403	R3	DT-E	627 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013404	R3	DT-E	637 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013405	R3	DT-E	641 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013406	R3	DT-E	647 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013417	R3	DT-E	659 S D ST IRR	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013618	R3	DT-E	723 S D ST IRR	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202013619	R3	DT-E	S E ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202037001	R3	DT-E	526 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202037002	R3	DT-E	528 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202037003	R3	DT-E	532 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202037004	R3	DT-E	534 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202037005	R3	DT-E	560 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202037006	R3	DT-E	429 W SIXTH ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202037007	R3	DT-E	435 W SIXTH ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202037008	R3	DT-E	550 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202037009	R3	DT-E	543 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
202037010	R3	DT-E	545 S D ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN_EDGE
201011311	CBD	DT-C	202 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016001	CBD	DT-C	E FOURTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016002	CBD	DT-C	E FOURTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016007	CBD	DT-C	E FOURTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016008	CBD	DT-C	198 E FOURTH ST COM	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016009	CBD	DT-C	E FOURTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016010	CBD	DT-C	E FOURTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016011	CBD	DT-C	E FOURTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016012	CBD	DT-C	400 S OXNARD BLVD IRR	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016013	CBD	DT-C	E FOURTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016017	CBD	DT-C	344 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016018	CBD	DT-C	330 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016019	CBD	DT-C	S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016020	CBD	DT-C	320 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016022	CBD	DT-C	300 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016025	CBD	DT-C	360 S OXNARD BLVD IRR	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016026	CBD	DT-C	348 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021101	CBD	DT-C	440 S OXNARD BLVD STE A	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021104	CBD	DT-C	META ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021111	CBD	DT-C	491 META ST LND	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021112	CBD	DT-C	E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021113	CBD	DT-C	E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021114	CBD	DT-C	E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021115	CBD	DT-C	135 E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021117	CBD	DT-C	127 E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021118	CBD	DT-C	113 E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021119	CBD	DT-C	450 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021120	CBD	DT-C	446 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021121	CBD	DT-C	410 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021122	CBD	DT-C	E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021123	CBD	DT-C	E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021130	CBD	DT-C	136 ENTERPRISE ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021136	CBD	DT-C	META ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021138	CBD	DT-C	ENTERPRISE ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021201	CBD	DT-C	102 E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021202	CBD	DT-C	106 E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021203	CBD	DT-C	116 E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021206	CBD	DT-C	138 E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021207	CBD	DT-C	154 E FIFTH ST IRR	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE

Page 4 EXHIBIT B

201021215	CBD	DT-C	566 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021217	CBD	DT-C	536 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021218	CBD	DT-C	532 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021219	CBD	DT-C	522 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021223	CBD	DT-C	128 E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021226	CBD	DT-C	136 E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021301	CBD	DT-C	200 E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021302	CBD	DT-C	204 E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021303	CBD	DT-C	210 E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021307	CBD	DT-C	238 E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201021316	CBD	DT-C	226 E FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201027206	CBD	DT-C	658 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201027207	CBD	DT-C	656 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201027208	CBD	DT-C	644 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201027209	CBD	DT-C	638 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201027210	CBD	DT-C	626 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201027211	CBD	DT-C	620 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201027212	CBD	DT-C	612 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201027223	CBD	DT-C	600 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008101	CBD	DT-C	201 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008102	CBD	DT-C	211 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008110	CBD	DT-C	260 S D ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008116	CBD	DT-C	208 S D ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008117	CBD	DT-C	200 S D ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008118	CBD	DT-C	221 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008119	CBD	DT-C	S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008120	CBD	DT-C	S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008122	CBD	DT-C	S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008123	CBD	DT-C	W THIRD ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008124	CBD	DT-C	S D ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008125	CBD	DT-C	S D ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008126	CBD	DT-C	S D ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008127	CBD	DT-C	S D ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008128	CBD	DT-C	S D ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008129	CBD	DT-C	210 S D ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008303	CBD	DT-C	321 S C ST STE 130	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008304	CBD	DT-C	327 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008305	CBD	DT-C	331 S C ST STE B	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008306	CBD	DT-C	343 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008307	CBD	DT-C	361 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008321	CBD	DT-C	315 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008503	CBD	DT-C	431 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008504	CBD	DT-C	437 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008505	CBD	DT-C	441 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008519	CBD	DT-C	418 W FOURTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202008520	CBD	DT-C	401 S C ST APT 204	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009110	CBD	DT-C	226 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009137	CBD	DT-C	351 W THIRD ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009138	CBD	DT-C	W SECOND ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009140	CBD	DT-C	214 S C ST IRR	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009203	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009204	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009206	CBD	DT-C	351 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009207	CBD	DT-C	361 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009212	CBD	DT-C	320 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009213	CBD	DT-C	310 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009214	CBD	DT-C	330 W THIRD ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009217	CBD	DT-C	302 W THIRD ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009218	CBD	DT-C	344 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009219	CBD	DT-C	352 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009401	CBD	DT-C	301 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009402	CBD	DT-C	309 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE

202009403	CBD	DT-C	325 S A ST FL	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009404	CBD	DT-C	327 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009405	CBD	DT-C	339 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009406	CBD	DT-C	345 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009408	CBD	DT-C	361 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009414	CBD	DT-C	326 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009415	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009416	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009417	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009418	CBD	DT-C	W THIRD ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009419	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009420	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009421	CBD	DT-C	366 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009422	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009423	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009424	CBD	DT-C	355 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009507	CBD	DT-C	254 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009508	CBD	DT-C	258 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009509	CBD	DT-C	228 S A ST STE A	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009510	CBD	DT-C	226 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009511	CBD	DT-C	210 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009512	CBD	DT-C	200 S A ST STE 300	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009514	CBD	DT-C	221 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009515	CBD	DT-C	229 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009516	CBD	DT-C	235 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009603	CBD	DT-C	357 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009604	CBD	DT-C	350 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009605	CBD	DT-C	336 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009606	CBD	DT-C	334 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009607	CBD	DT-C	318 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009608	CBD	DT-C	300 S A ST STE 103	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009609	CBD	DT-C	S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009610	CBD	DT-C	321 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009611	CBD	DT-C	349 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202009612	CBD	DT-C	S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010113	CBD	DT-C	422 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010119	CBD	DT-C	329 W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010120	CBD	DT-C	S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010121	CBD	DT-C	S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010122	CBD	DT-C	W FOURTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010123	CBD	DT-C	W FOURTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010125	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010127	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010129	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010131	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010133	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010135	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010137	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010140	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010141	CBD	DT-C	315 W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010142	CBD	DT-C	314 W FOURTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010143	CBD	DT-C	W FOURTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010144	CBD	DT-C	405 S B ST STE 1	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010201	CBD	DT-C	500 S C ST PARK	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010302	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010311	CBD	DT-C	S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010312	CBD	DT-C	340 W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010317	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010318	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010321	CBD	DT-C	320 W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010322	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010323	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE

Page 6 EXHIBIT B

202010324	CBD	DT-C	300 W FIFTH ST STE D	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010401	CBD	DT-C	210 W FOURTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010416	CBD	DT-C	400 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010439	CBD	DT-C	427 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010440	CBD	DT-C	433 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010441	CBD	DT-C	231 W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010442	CBD	DT-C	440 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010443	CBD	DT-C	437 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010510	CBD	DT-C	545 -555 S A ST FL	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010512	CBD	DT-C	538 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010517	CBD	DT-C	W SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010518	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010519	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010520	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010521	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010522	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010523	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010524	CBD	DT-C	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010526	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010527	CBD	DT-C	270 W FIFTH ST FL	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010529	CBD	DT-C	210 W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010530	CBD	DT-C	S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010532	CBD	DT-C	533 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010533	CBD	DT-C	505 S A ST STE 200	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010601	CBD	DT-C	403 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010603	CBD	DT-C	S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010606	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010613	CBD	DT-C	422 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010614	CBD	DT-C	410 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010624	CBD	DT-C	S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010625	CBD	DT-C	S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010626	CBD	DT-C	W FOURTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010627	CBD	DT-C	W FOURTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010628	CBD	DT-C	W FOURTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010629	CBD	DT-C	421 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010631	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010632	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010635	CBD	DT-C	105 W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010637	CBD	DT-C	428 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010638	CBD	DT-C	434 S A ST STE D	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010639	CBD	DT-C	440 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010640	CBD	DT-C	444 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010641	CBD	DT-C	141 W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010705	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010706	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010707	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010708	CBD	DT-C	503 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010710	CBD	DT-C	531 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010711	CBD	DT-C	545 S OXNARD BLVD STE 1	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010712	CBD	DT-C	559 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010713	CBD	DT-C	563 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010716	CBD	DT-C	534 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010717	CBD	DT-C	520 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010719	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010720	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010721	CBD	DT-C	S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010722	CBD	DT-C	S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010723	CBD	DT-C	154 W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202010725	CBD	DT-C	550 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202013103	CBD	DT-C	519 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202013104	CBD	DT-C	527 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202013105	CBD	DT-C	535 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE

Page 7 EXHIBIT B

202013117	CBD	DT-C	S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202013119	CBD	DT-C	S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202013122	CBD	DT-C	W FIFTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202013123	CBD	DT-C	515 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202014501	CBD	DT-C	120 W SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202014503	CBD	DT-C	637 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202014505	CBD	DT-C	653 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202014506	CBD	DT-C	663 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202014520	CBD	DT-C	617 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202014521	CBD	DT-C	617 S OXNARD BLVD IRR	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202014523	CBD	DT-C	641 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
202014524	CBD	DT-C	645 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-CORE
201016003	NA	DT-C	201 E FOURTH ST RUB	OXNARD	CA	NOT DETERMINED	DOWNTOWN-CORE
201021216	NA	DT-C	546 S OXNARD BLVD RUB	OXNARD	CA	NOT DETERMINED	DOWNTOWN-CORE
202008121	NA	DT-C	251 S C ST	OXNARD	CA	NOT DETERMINED	DOWNTOWN-CORE
202009139	NA	DT-C	251 S A ST FH	OXNARD	CA	NOT DETERMINED	DOWNTOWN-CORE
202009205	NA	DT-C	343 -351 S B ST RUB	OXNARD	CA	NOT DETERMINED	DOWNTOWN-CORE
202010136	NA	DT-C	424 S C ST RUB	OXNARD	CA	NOT DETERMINED	DOWNTOWN-CORE
202010612	NA	DT-C	424 S A ST RUB	OXNARD	CA	NOT DETERMINED	DOWNTOWN-CORE
202010724	NA	DT-C	560 S A ST RUB	OXNARD	CA	NOT DETERMINED	DOWNTOWN-CORE
200005105	C2	DT-G	429 N OXNARD BLVD	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005106	C2	DT-G	421 N OXNARD BLVD	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005107	C2	DT-G	405 N OXNARD BLVD	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005108	C2	DT-G	101 PALM DR	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005110	C2	DT-G	115 PALM DR	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005111	C2	DT-G	310 N A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005112	C2	DT-G	402 N A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005113	C2	DT-G	410 N A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005114	C2	DT-G	426 N A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005202	C2	DT-G	130 PALM DR	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005204	C2	DT-G	255 N OXNARD BLVD	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005205	C2	DT-G	245 N OXNARD BLVD	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005206	C2	DT-G	225 N OXNARD BLVD	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005207	C2	DT-G	215 N OXNARD BLVD	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005208	C2	DT-G	135 MAGNOLIA AVE	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005209	C2	DT-G	210 N A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005210	C2	DT-G	224 N A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005211	C2	DT-G	242 N A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005212	C2	DT-G	150 PALM DR	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005213	C2	DT-G	PALM DR	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005214	C2	DT-G	134 PALM DR	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
200005216	C2	DT-G	303 N OXNARD BLVD LND	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005401	C2	DT-G	216 W FIRST ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005405	C2	DT-G	141 S A ST STE 202	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005411	C2	DT-G	118 S B ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005412	C2	DT-G	110 S B ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005413	C2	DT-G	254 W FIRST ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005501	C2	DT-G	130 N A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005502	C2	DT-G	134 MAGNOLIA AVE	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005503	C2	DT-G	130 MAGNOLIA AVE	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005504	C2	DT-G	120 MAGNOLIA AVE	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005505	C2	DT-G	110 MAGNOLIA AVE	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005507	C2	DT-G	137 W FIRST ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005508	C2	DT-G	105 N OXNARD BLVD	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005603	C2	DT-G	141 S OXNARD BLVD	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005604	C2	DT-G	155 S OXNARD BLVD	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005606	C2	DT-G	156 S A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005608	C2	DT-G	150 S A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005609	C2	DT-G	144 S A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005610	C2	DT-G	138 S A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005611	C2	DT-G	134 S A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005612	C2	DT-G	132 S A ST STE A	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL

Page 8 EXHIBIT B

202005613	C2	DT-G	122 S A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005614	C2	DT-G	110 S A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005615	C2	DT-G	138 W FIRST ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005616	C2	DT-G	131 W SECOND ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005617	C2	DT-G	111 S OXNARD BLVD	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005402	C2AH	DT-G	111 S A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005403	C2AH	DT-G	121 S A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005404	C2AH	DT-G	151 S A ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005407	C2AH	DT-G	241 W SECOND ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005408	C2AH	DT-G	S B ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005409	C2AH	DT-G	136 S B ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
202005410	C2AH	DT-G	122 S B ST	OXNARD	CA	GENERAL COMMERCIAL	DOWNTOWN-GENERAL
201021214	CBD	DT-G	127 E SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201021220	CBD	DT-G	523 1/2 META ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201021227	CBD	DT-G	531 META ST APT A	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201021311	CBD	DT-G	233 E SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201021312	CBD	DT-G	209 E SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201021313	CBD	DT-G	201 E SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201021314	CBD	DT-G	544 META ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201021315	CBD	DT-G	META ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027103	CBD	DT-G	638 META ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027104	CBD	DT-G	634 META ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027106	CBD	DT-G	616 META ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027107	CBD	DT-G	606 META ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027108	CBD	DT-G	600 META ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027109	CBD	DT-G	E SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027110	CBD	DT-G	220 E SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027111	CBD	DT-G	E SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027116	CBD	DT-G	235 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027117	CBD	DT-G	234 E SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027118	CBD	DT-G	650 META ST LND	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027201	CBD	DT-G	155 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027206	CBD	DT-G	658 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027207	CBD	DT-G	656 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027208	CBD	DT-G	644 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027209	CBD	DT-G	638 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027210	CBD	DT-G	626 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027211	CBD	DT-G	620 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027212	CBD	DT-G	612 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027214	CBD	DT-G	E SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027215	CBD	DT-G	132 E SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027216	CBD	DT-G	140 E SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027217	CBD	DT-G	150 E SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027219	CBD	DT-G	629 META ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027220	CBD	DT-G	META ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027221	CBD	DT-G	META ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027222	CBD	DT-G	633 META ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027223	CBD	DT-G	600 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027303	CBD	DT-G	S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027304	CBD	DT-G	858 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027307	CBD	DT-G	800 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027311	CBD	DT-G	730 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027312	CBD	DT-G	720 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027313	CBD	DT-G	700 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027314	CBD	DT-G	740 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201027315	CBD	DT-G	S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201028104	CBD	DT-G	149 E WOOLEY RD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201028106	CBD	DT-G	1012 DONLON AVE	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201028107	CBD	DT-G	1020 DONLON AVE	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201028114	CBD	DT-G	910 DONLON AVE	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201028206	CBD	DT-G	1012 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201028208	CBD	DT-G	1032 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL

201028209	CBD	DT-G	119 E WOOLEY RD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201028210	CBD	DT-G	1060 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201028213	CBD	DT-G	1000 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201035107	CBD	DT-G	205 DRIFFILL BLVD SPC 15	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201036007	CBD	DT-G	205 DRIFFILL BLVD SPC 14	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201036008	CBD	DT-G	205 DRIFFILL BLVD SPC 10	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201036010	CBD	DT-G	1031 FACTORY LN FL	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038001	CBD	DT-G	200 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038002	CBD	DT-G	202 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038003	CBD	DT-G	220 E SEVENTH ST FL	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038004	CBD	DT-G	222 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038005	CBD	DT-G	224 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038006	CBD	DT-G	226 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038007	CBD	DT-G	228 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038008	CBD	DT-G	230 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038009	CBD	DT-G	232 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038010	CBD	DT-G	234 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038011	CBD	DT-G	236 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038012	CBD	DT-G	238 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038013	CBD	DT-G	260 E SEVENTH ST FL	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038014	CBD	DT-G	262 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038015	CBD	DT-G	264 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038016	CBD	DT-G	266 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038017	CBD	DT-G	254 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038018	CBD	DT-G	252 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038019	CBD	DT-G	250 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038020	CBD	DT-G	240 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038021	CBD	DT-G	242 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038022	CBD	DT-G	244 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038023	CBD	DT-G	216 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038024	CBD	DT-G	214 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038025	CBD	DT-G	212 E SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
201038026	CBD	DT-G	210 E SEVENTH ST FL	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202010309	CBD	DT-G	W SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202010310	CBD	DT-G	548 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202010313	CBD	DT-G	321 W SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202010314	CBD	DT-G	W SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202010319	CBD	DT-G	545 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202010320	CBD	DT-G	W SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202013106	CBD	DT-G	543 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202013107	CBD	DT-G	563 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202013321	CBD	DT-G	675 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202013502	CBD	DT-G	729 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202013503	CBD	DT-G	761 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014105	CBD	DT-G	333 W SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014106	CBD	DT-G	644 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014107	CBD	DT-G	642 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014108	CBD	DT-G	S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014109	CBD	DT-G	634 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014110	CBD	DT-G	618 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014115	CBD	DT-G	687 S B ST FL	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014116	CBD	DT-G	685 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014117	CBD	DT-G	683 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014118	CBD	DT-G	681 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014119	CBD	DT-G	673 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014120	CBD	DT-G	671 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014121	CBD	DT-G	669 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014122	CBD	DT-G	667 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014123	CBD	DT-G	665 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014124	CBD	DT-G	663 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014125	CBD	DT-G	661 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014126	CBD	DT-G	655 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL

202014127	CBD	DT-G	653 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014129	CBD	DT-G	645 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014130	CBD	DT-G	643 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014131	CBD	DT-G	641 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014132	CBD	DT-G	633 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014133	CBD	DT-G	631 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014134	CBD	DT-G	629 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014135	CBD	DT-G	627 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014136	CBD	DT-G	625 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014137	CBD	DT-G	623 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014138	CBD	DT-G	621 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014139	CBD	DT-G	611 -645 S B ST FL	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014140	CBD	DT-G	613 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014141	CBD	DT-G	615 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014142	CBD	DT-G	617 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014216	CBD	DT-G	701 S B ST LND	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014301	CBD	DT-G	218 W SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014302	CBD	DT-G	623 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014303	CBD	DT-G	629 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014304	CBD	DT-G	635 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014305	CBD	DT-G	S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014314	CBD	DT-G	606 S B ST LND	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014323	CBD	DT-G	S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014324	CBD	DT-G	237 W SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014325	CBD	DT-G	235 -237 W SEVENTH ST F	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014417	CBD	DT-G	230 W SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014418	CBD	DT-G	220 W SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014419	CBD	DT-G	210 W SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014420	CBD	DT-G	200 W SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014421	CBD	DT-G	710 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014422	CBD	DT-G	720 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014423	CBD	DT-G	730 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014424	CBD	DT-G	715 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014425	CBD	DT-G	721 S A ST RUB	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014426	CBD	DT-G	711 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014427	CBD	DT-G	740 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014428	CBD	DT-G	731 S A ST RUB	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014429	CBD	DT-G	750 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014430	CBD	DT-G	741 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014501	CBD	DT-G	120 W SIXTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014503	CBD	DT-G	637 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014505	CBD	DT-G	653 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014506	CBD	DT-G	663 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014510	CBD	DT-G	632 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014511	CBD	DT-G	622 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014512	CBD	DT-G	618 S A ST LND	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014513	CBD	DT-G	616 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014514	CBD	DT-G	600 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014519	CBD	DT-G	S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014520	CBD	DT-G	617 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014521	CBD	DT-G	617 S OXNARD BLVD IRR	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014522	CBD	DT-G	658 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014523	CBD	DT-G	641 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014524	CBD	DT-G	645 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014601	CBD	DT-G	110 W SEVENTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014602	CBD	DT-G	705 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014603	CBD	DT-G	711 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014604	CBD	DT-G	715 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014605	CBD	DT-G	719 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014607	CBD	DT-G	733 S OXNARD BLVD IRR	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014608	CBD	DT-G	737 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014609	CBD	DT-G	743 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL

202014610	CBD	DT-G	751 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014611	CBD	DT-G	759 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014612	CBD	DT-G	S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014613	CBD	DT-G	761 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014614	CBD	DT-G	752 S A ST RUB	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014615	CBD	DT-G	746 S A ST RUB	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014618	CBD	DT-G	706 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014619	CBD	DT-G	S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014620	CBD	DT-G	S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014621	CBD	DT-G	723 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202014622	CBD	DT-G	730 S A ST RUB	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202017114	CBD	DT-G	801 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202018202	CBD	DT-G	801 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202018203	CBD	DT-G	851 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202018301	CBD	DT-G	813 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202018303	CBD	DT-G	837 S OXNARD BLVD B	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202018304	CBD	DT-G	861 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202018307	CBD	DT-G	842 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202018311	CBD	DT-G	816 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202018313	CBD	DT-G	112 EIGHTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019110	CBD	DT-G	1024 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019111	CBD	DT-G	1018 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019112	CBD	DT-G	1010 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019113	CBD	DT-G	1004 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019115	CBD	DT-G	S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019128	CBD	DT-G	900 S C ST MTR#2	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019132	CBD	DT-G	S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019134	CBD	DT-G	905 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019135	CBD	DT-G	1051 S A ST RUB#2	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019138	CBD	DT-G	NINTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019139	CBD	DT-G	NINTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019140	CBD	DT-G	NINTH ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019143	CBD	DT-G	925 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019144	CBD	DT-G	1050 S C ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019201	CBD	DT-G	919 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019202	CBD	DT-G	915 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019205	CBD	DT-G	900 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019211	CBD	DT-G	921 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019213	CBD	DT-G	S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019214	CBD	DT-G	1055 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019215	CBD	DT-G	1050 S A ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202019216	CBD	DT-G	W WOOLEY RD	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202036001	CBD	DT-G	895 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202036002	CBD	DT-G	893 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202036003	CBD	DT-G	891 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202036004	CBD	DT-G	889 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202036005	CBD	DT-G	887 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202036006	CBD	DT-G	885 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202036007	CBD	DT-G	881 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
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202036011	CBD	DT-G	873 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202036012	CBD	DT-G	871 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
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202036018	CBD	DT-G	853 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202036019	CBD	DT-G	851 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL
202036020	CBD	DT-G	849 S B ST	OXNARD	CA	CENTRAL BUS DIST	DOWNTOWN-GENERAL

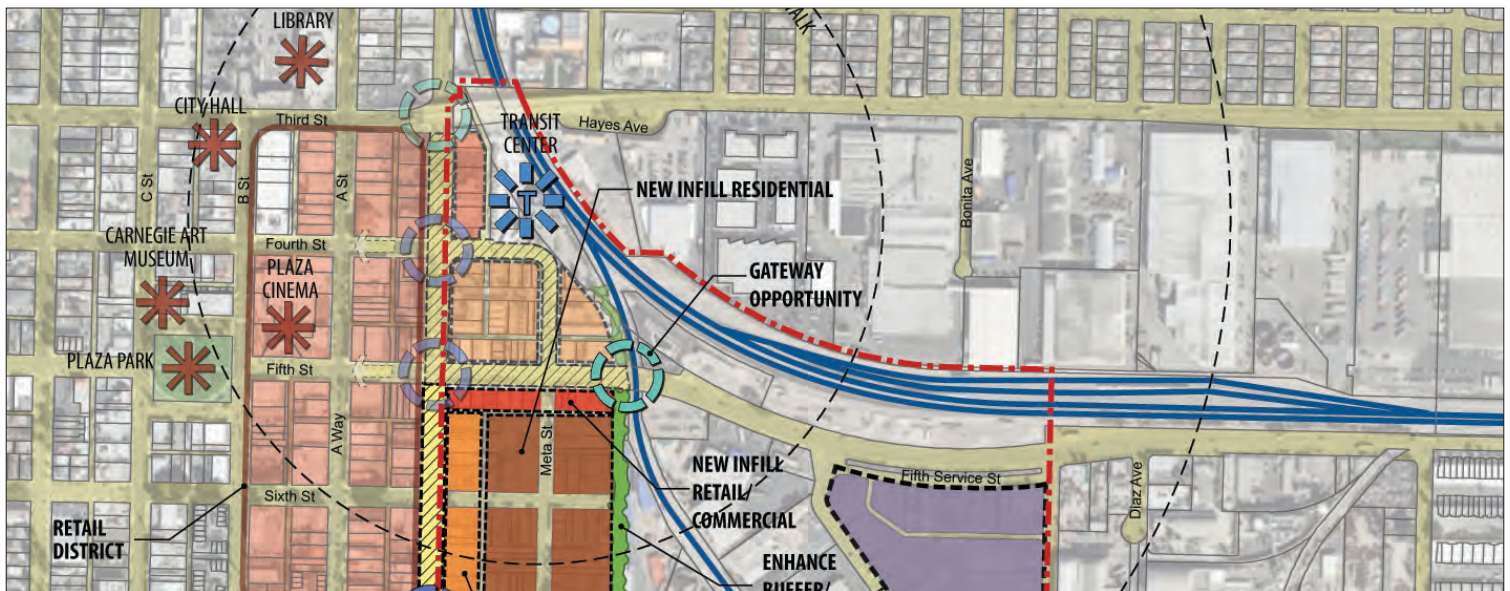
201028211	CBD	DT-G	950 S OXNARD BLVD	OXNARD	CA	CENTRAL BUS DIST+AF HSNG	DOWNTOWN-GENERAL
202013301	CBD	DT-G	416 W SIXTH ST	OXNARD	CA	CENTRAL BUS DIST+AF HSNG	DOWNTOWN-GENERAL
202013302	CBD	DT-G	613 S C ST	OXNARD	CA	CENTRAL BUS DIST+AF HSNG	DOWNTOWN-GENERAL
202013303	CBD	DT-G	619 S C ST	OXNARD	CA	CENTRAL BUS DIST+AF HSNG	DOWNTOWN-GENERAL
202013304	CBD	DT-G	625 S C ST	OXNARD	CA	CENTRAL BUS DIST+AF HSNG	DOWNTOWN-GENERAL
202013306	CBD	DT-G	643 S C ST	OXNARD	CA	CENTRAL BUS DIST+AF HSNG	DOWNTOWN-GENERAL
202018309	CBD	DT-G	826 S A ST	OXNARD	CA	CENTRAL BUS DIST+AF HSNG	DOWNTOWN-GENERAL
202018310	CBD	DT-G	S A ST	OXNARD	CA	CENTRAL BUS DIST+AF HSNG	DOWNTOWN-GENERAL
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202018317	CBD	DT-G	844 S A ST	OXNARD	CA	CENTRAL BUS DIST+AF HSNG	DOWNTOWN-GENERAL
200032214	COPD	DT-G	N A ST	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN-GENERAL
200032215	COPD	DT-G	435 N A ST	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN-GENERAL
200032218	COPD	DT-G	405 N A ST	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN-GENERAL
200032219	COPD	DT-G	331 N A ST	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN-GENERAL
200032222	COPD	DT-G	203 PALM DR	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN-GENERAL
200032224	COPD	DT-G	415 N A ST	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN-GENERAL
200032225	COPD	DT-G	315 N A ST	OXNARD	CA	COMML OFFICE PLND DEVT	DOWNTOWN-GENERAL
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201027308	NA	DT-G	806 S OXNARD BLVD RUB	OXNARD	CA	NOT DETERMINED	DOWNTOWN-GENERAL
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202014128	NA	DT-G	651 S B ST RUB	OXNARD	CA	NOT DETERMINED	DOWNTOWN-GENERAL
202018302	NA	DT-G	819 S OXNARD BLVD RUB	OXNARD	CA	NOT DETERMINED	DOWNTOWN-GENERAL
202018314	NA	DT-G	852 S A ST RUB	OXNARD	CA	NOT DETERMINED	DOWNTOWN-GENERAL
202019137	NA	DT-G	300 NINTH ST 222	OXNARD	CA	NOT DETERMINED	DOWNTOWN-GENERAL
202019142	NA	DT-G	955 S A ST RUB	OXNARD	CA	NOT DETERMINED	DOWNTOWN-GENERAL
202005203	R3	DT-G	117 S B ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN-GENERAL
202005204	R3	DT-G	127 S B ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN-GENERAL
202005217	R3	DT-G	111 S B ST	OXNARD	CA	GARDEN APARTMENT	DOWNTOWN-GENERAL
202005207	R4	DT-G	S B ST	OXNARD	CA	HIGH RISE RESIDENTIAL	DOWNTOWN-GENERAL
202005209	R4	DT-G	W SECOND ST	OXNARD	CA	HIGH RISE RESIDENTIAL	DOWNTOWN-GENERAL
202005206	R4PD	DT-G	143 S B ST	OXNARD	CA	HIGH RISE RES PLND DEVT	DOWNTOWN-GENERAL

EXHIBIT “B”

Attached Excel list of APN with FROM – TO Zoning

ATTACHMENT “D”

Downtown East Transit-Oriented District (DETOD) Feasibility Report



Final Report

DETOD Development Feasibility and Funding Options

August 3, 2012

Prepared For:

The City of Oxnard and the
Southern California Association of Governments



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS



Prepared by:
Economic & Planning Systems, Inc.



In Association With: The Planning Center | DC&E
Fehr & Peers Transportation Consultants



FEHR & PEERS

Final Report

DETOD Development Feasibility and Funding Options

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The contents of this report reflect the views of the author, who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official view or policies of the Southern California Association of Governments (SCAG) or DOT. This report does not constitute a standard, specification or regulation.

August 3, 2012 | Prepared For:

The City of Oxnard and the
Southern California Association of Governments



Table of Contents

1.	INTRODUCTION AND KEY FINDINGS	1
	Introduction	1
	Study Area.....	1
	Summary of Findings	2
2.	LAND USE AND PUBLIC INFRASTRUCTURE.....	7
	Renewal Area and Phasing	7
	Land Assembly	15
	Public Infrastructure.....	20
3.	FINANCIAL FEASIBILITY AND FISCAL BENEFITS.....	21
	Financial Feasibility	21
	Fiscal Benefits	24
4.	FINANCING AND IMPLEMENTATION	29
	Private Sector Outreach.....	30
	Regulatory Initiatives	31
	Financial Support.....	32
	APPENDIX 1: LAND USE PROTOTYPES	35
	APPENDIX 2: RESIDENTIAL PROFORMA	37
	APPENDIX 3: RETAIL PROFORMA	39
	APPENDIX 4: MIXED-USE PROFORMA	41
	APPENDIX 5: WAREHOUSE/DISTRIBUTION PROFORMA	45
	APPENDIX 6: LAND ACQUISITION	47
	APPENDIX 7: RESIDUAL LAND VALUE ANALYSIS BY USE	49

APPENDIX 8: PROFORMA INPUT ASSUMPTIONS.....	51
APPENDIX 9: FUNDING SOURCES AND MECHANISMS	55
Area-Specific Fees, Dedications, and Exactions.....	55
Assessment and Special Tax-Secured Financing	58
Citywide Sources.....	60
Federal and State Grants.....	60
APPENDIX 10: DETOD FEASIBILITY STUDY BASELINE REPORT	61

List of Tables

Table 1	Renewal Area and Land Assembly	18
Table 2	Program Summary	19
Table 3	Net Program Change	19
Table 4	Infrastructure Costs	20
Table 5	Opportunity Cost Analysis	22
Table 6	5 th Street Alignment Feasibility Analysis	23
Table 7A	Fiscal Benefits Analysis – Aggressive Land Assembly Scenario	25
Table 7B	Fiscal Benefits Analysis – Conservative Land Assembly Scenario	26
Table 8	Public Costs and Benefits	27

List of Figures

Figure 1	Citywide Context	3
Figure 2	DETOD Study Area and Sub-Areas	4
Figure 3	DETOD Land Use and Phasing Program: All Phases	8
Figure 4	DETOD Land Use and Phasing Program: Phase 1	9
Figure 5	DETOD Land Use and Phasing Program: Phase 2	12
Figure 6	DETOD Land Use and Phasing Program: Phase 3	14

1. INTRODUCTION AND KEY FINDINGS

Introduction

The City Oxnard, in conjunction with the Southern California Association of Governments (SCAG) has retained Economic & Planning Systems, Inc. (EPS), as a sub-consultant to The Planning Center/DC&E, to explore opportunities for encouraging Transit Oriented Development for the Downtown East area of Oxnard.

This report builds on a prior Baseline Study, which assessed existing land uses, reviewed and evaluated market conditions, and developed an understanding of opportunities and constraints for transit-oriented development within the Study Area. These outputs helped revise and refine the project goals, leading to a general strategy for land use, phasing, and economic development that is presented in Chapter 2. The full Baseline Report is contained in **Appendix 10**.

As part of this follow-up analysis, EPS has developed a set of real estate development cash-flow models to analyze the financial feasibility of the land use and phasing strategies under different land assembly scenarios, has analyzed potential fiscal benefits of these scenarios, and has provided a framework and policies to guide how the vision will be implemented.

The report that follows discusses general findings and describes the methodology and underlying assumptions used in the analysis. The report includes:

- Description of an assumed phasing strategy
- Description of a hypothetical development program
- Description of enabling infrastructure and associated costs
- Conclusions regarding overall financial feasibility
- An assessment of fiscal benefits to the City of Oxnard
- Description of available mechanisms for funding required infrastructure
- A proposed strategy to guide City implementation efforts

Study Area

As shown in **Figure 1**, the Study Area is centrally located within the City, adjacent to Downtown. Regional access is provided by Amtrak passenger rail, which stops at the Oxnard Transportation Center; by Interstate 101 freeway, located about 3 miles north of the Study Area; and by the major arterials of Oxnard Boulevard (Highway 1), Fifth Street and Wooley Road.

The Study Area, as shown in **Figure 2**, encompasses the area south and east of the Oxnard Transportation Center. It is bounded by Wooley Road to the south, 3rd Street and the Union Pacific Railroad tracks to the north, Oxnard Boulevard to the west, and Richmond Road to the east. The Ventura County Railroad (VCRR) bisects the Study Area from a north-west to south-east direction. The eastern part of the Study Area is devoted to agricultural processing and

packing facilities and automotive repair shops, while the western part is essentially an extension of the Downtown with smaller blocks and more pedestrian-friendly uses.

Given the diversity of land uses in different parts of the Study Area, the Study Area has been divided into three sub-areas, also shown in Figure 2. These sub-areas are as follows and are referred to in this report:

- Downtown East
- Central Industrial Area
- Auto Repair District

Summary of Findings

1. ***The consultant team has devised a revitalization program that is intended to transform the existing condition by stimulating redevelopment of under-utilized sites, transitioning of marginal land uses, and adding infill multifamily housing, mixed-use residential over retail, spot infill retail, and expanded industrial uses within the current auto repair district.***

One program, based on an aggressive land assembly scenario, yields 720 new residential units (a net gain of 567) and 72,000 square feet of net new industrial flex/warehouse space. An alternate program, based on a conservative land assembly scenario, which presumes some difficulty in consolidating a large number of small parcels with multiple land owners, supports 233 new residential units while reducing retail by 95,000 square feet and increasing industrial uses by a net new 26,000 square feet. Both programs envision a reduction in the total amount of retail space (between 95,000 and 130,000 square feet), including the reuse of a number of under-utilized and/or vacant properties, but a likely improvement in the performance of the remaining retail.

2. ***Public infrastructure required to serve the renewal area is estimated to cost between \$2 million and \$3.9 million, depending on the land assembly scenario***

Development of the DETOD area will require an investment in public infrastructure that includes circulation enhancements, streetscape improvements, and buffer and gateway treatments. The area, which currently serves a mix of retail, residential, and industrial uses, is not expected to require meaningful expansion of utilities, wastewater, and storm drainage capacity (although improvements may be required). The costs of these improvements will be incurred over three development phases.

3. ***The pro forma analysis indicates that the proposed program is not feasible under assumed market and economic conditions. However, the feasibility gap is not prohibitively large and a variety of public and private initiatives could be pursued to achieve DETOD revitalization goals over the long-term.***

Residual land values are positive for all land use prototypes tested, but land acquisition costs are estimated to be significantly higher. As a result, the feasibility gaps for the aggressive and conservative scenarios are \$9.3 million and \$4.7 million respectively. However, because these gaps represent 5% and 7% of new market value created, and because the model

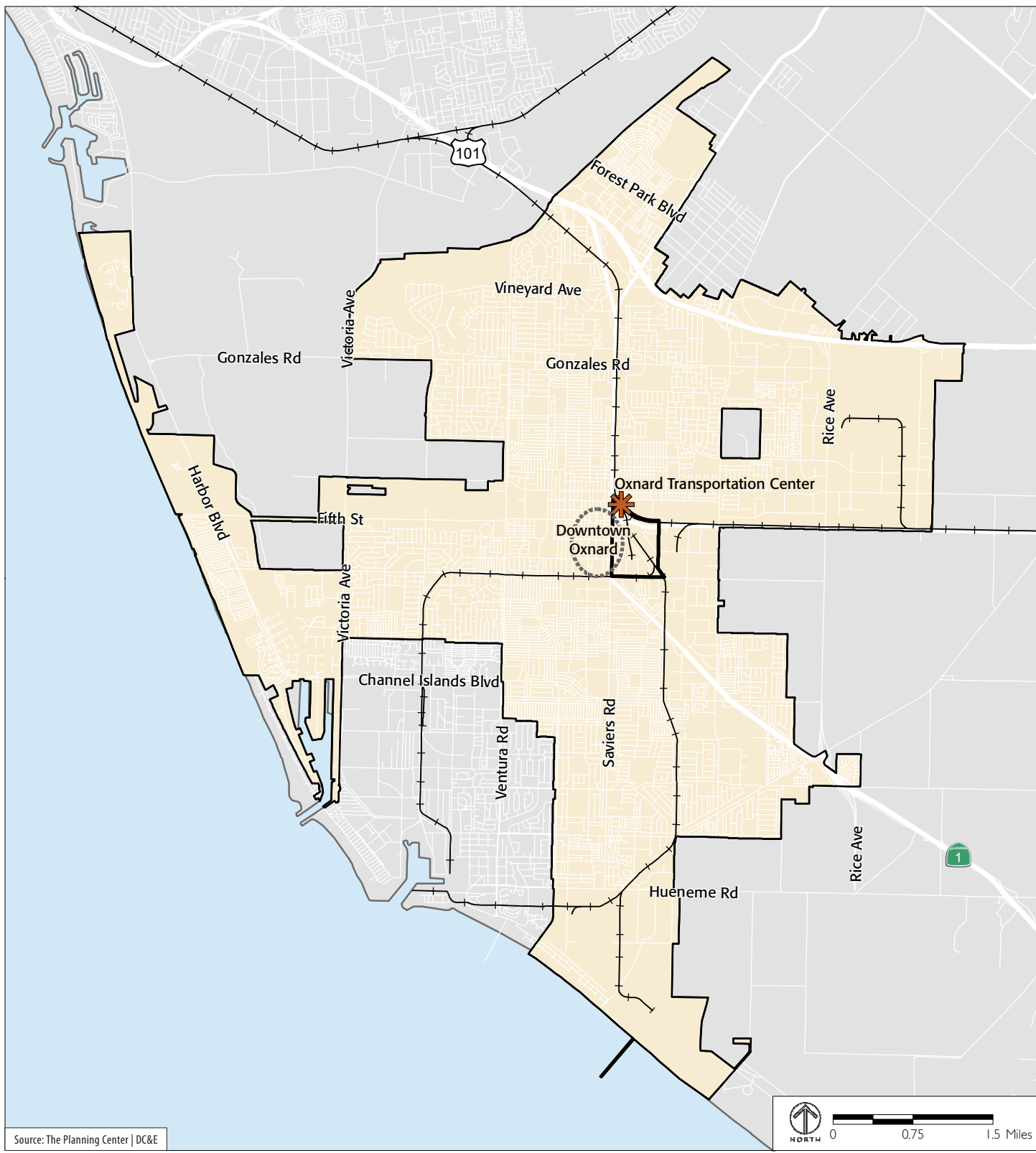


FIGURE I
CITYWIDE CONTEXT

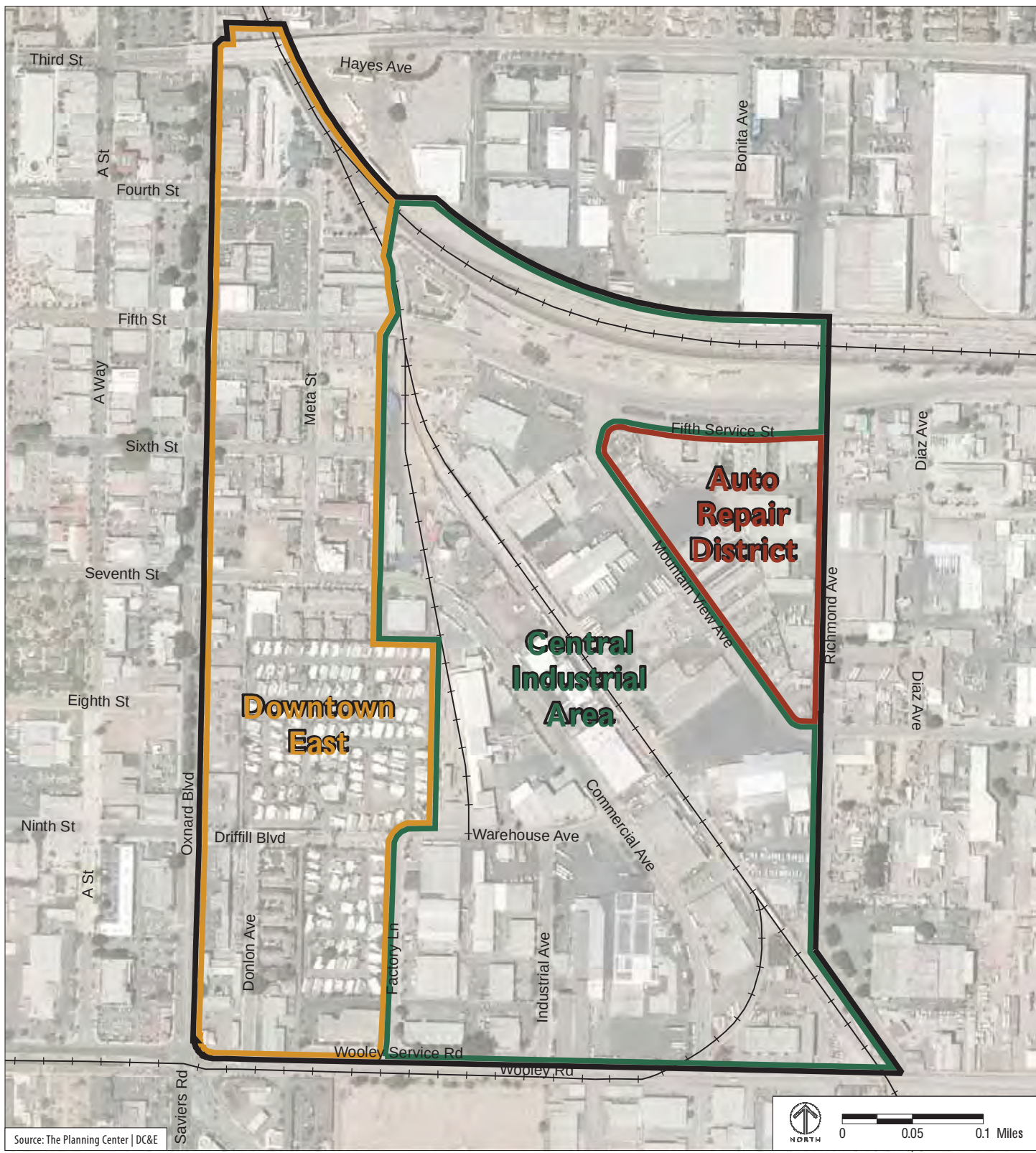


FIGURE 2
DETOD STUDY AREA AND SUB-AREA BOUNDARIES

makes conservative assumptions about market rents, small market improvements could change gaps into surpluses.

4. The most significant challenge to development feasibility is the cost to buy out the Royal Palms Estates mobile home community, although the revitalization of the DETOD area does not depend on this outcome.

The Royal Palms Estates represents both the largest single-owner property in the renewal area and the most expensive on a per-square-foot basis. Covering 16 acres in the Phase 3 area, it represents 11% of the whole DETOD area and 42% of the portion slated for renewal. As modeled, conversion of the mobile community to multifamily residential adds \$25.7 million in additional residual land value but costs \$27.8 million to buy out for a net incremental loss of \$2.1 million. The high land cost is due to eviction protections afforded by the state of California to residents of mobile home parks, which require the buyer to provide comprehensive relocation benefits and to purchase residents' hard assets. These added to the underlying land cost and the requirement to replace each unit with a new unit of affordable housing makes redevelopment of a mobile home community very expensive. Of course, on-going revitalization efforts elsewhere in the DETOD area can go forward without the conversion of the Royal Palms Estates.

5. The alignment of Fifth Street between the Ventura County Railroad spur line and Diaz Avenue, a possible land assembly option identified in the Baseline Study, could free up additional land for development, but would not be viable as a real estate project from the perspective of a private sector investor.

The cost of the plan, which includes land acquisition and site work to free up and prepare 3.7 acres for new development, is \$5 million against the estimated \$430,000 in residual land value created. While the new alignment could create an opportunity for an east-side gateway into Downtown Oxnard, there are better gateway options elsewhere. Consequently, the Fifth Street Alignment is not considered as part of the project land assembly scenarios.

6. Estimated property and sales tax benefits from the proposed program are significant and may be used to support development or offset infrastructure capital costs.

Net property and sales tax benefits generated by both land assembly scenarios are significant. The aggressive scenario is estimated to contribute \$330,000 in additional annual revenue to the Oxnard General Fund. If bonded, this cashflow could provide \$3.9 million in additional financing, which is equivalent to the \$3.9 million in estimated scenario infrastructure costs. The conservative scenario generates \$91,000 in annual General Fund revenue, good for \$1.1 million if bonded, which represents roughly half of the \$2 million in estimated scenario infrastructure costs.

7. Actual financial and fiscal performance will depend upon future events and the gradual improvement of real estate market conditions in Oxnard and surrounding areas.

The financial and fiscal performance of the proposed plan will ultimately depend upon the actual development that occurs, precise infrastructure plans, and the funding mechanisms applied. Specifically all of the following items will influence financial and fiscal performance:

- The precise extent, phasing, and market value of new development, based on market conditions
- The possibility for land assembly

- The true costs and phasing of infrastructure, facilities, required environmental mitigations, and other negative fiscal impacts
- The availability of non-project area funding sources (e.g., City, State, and federal government) to provide money for infrastructure development
- The type and scope of infrastructure financing mechanisms which will be established to fund the necessary improvements

8. *Given the sensitivity of the proposed program to market conditions and competition, the City should focus on financing and implementation strategies that are incremental, catalytic, and that leverage immediate location benefits such as proximity to the Transportation Center and Downtown Oxnard.*

The recommended strategy focuses mainly on Phase 1 and has three interrelated components:

- **Private Sector Outreach** to land owners and developers to create interest and promote a common vision, and solicit their active participation in the problem.
- **Regulatory Initiatives** that create “carrots” and “sticks” to promote land recycling and new projects.
- **Financial Support** where applicable to support development feasibility, infrastructure development, and land assembly.

2. LAND USE AND PUBLIC INFRASTRUCTURE

Renewal Area and Phasing

The Baseline Report determined that the best way to take advantage of the Oxnard Transportation Center (OTC) and the ongoing Downtown Oxnard revitalization efforts, as well as to preserve and enhance the Central Industrial area as a jobs center, is to focus revitalization efforts on a strategic portion of the overall DETOD area. The resulting designated renewal area consists of 57 acres out of the 147 that make up the DETOD study area.

The Baseline Report also determined that the path of development would likely start from the area immediately surrounding the OTC and move from north to south. The OTC area is the logical cornerstone for this pattern because it offers a strong mix of walkable urbanism and transit options that could support creation of a transit village. This in turn, should help improve land values in the areas due south and, in conjunction with market conditions driven by economic recovery and population growth, set off subsequent rounds of development.

This pattern of development forms the basis for three proposed development phases occurring in sequence (as illustrated in **Figure 3**) and described below.

Phase 1—New Transit Village and Enhanced Downtown Connections (*Short to Mid Term, 5-15 Years*)

The first phase, shown in **Figure 4**, totals approximately 6.6 acres and includes the area in the direct vicinity of the OTC east of Oxnard Boulevard, west of the Ventura Railroad spur, and north of Fifth Street. The area is compact and situated within a quarter-mile walk of both the OTC and the heart of Downtown Oxnard.

High-density infill development, including a mix of residential and retail uses, is proposed to occur to the immediate south and west of the OTC, to take advantage of the walkable proximity to the OTC and the amenities and shopping opportunities located in Downtown. A catalytic TOD project adjacent to the OTC would help trigger additional TOD in subsequent phases. The new development would be built incrementally on vacant or underutilized sites, or would intensify by reusing and expanding existing buildings.

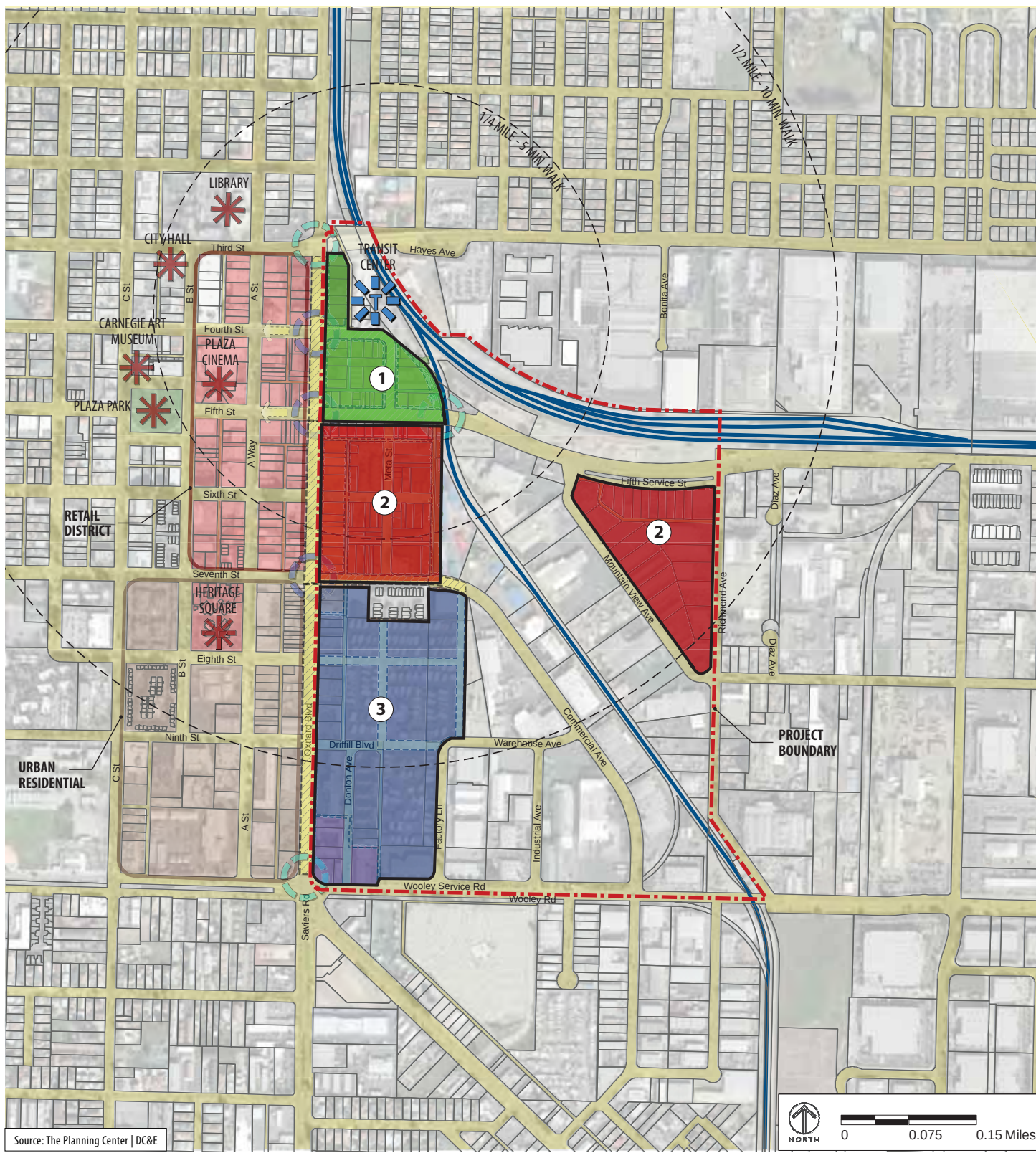


FIGURE 3
DETOD LAND USE AND PHASING PROGRAM: ALL PHASES

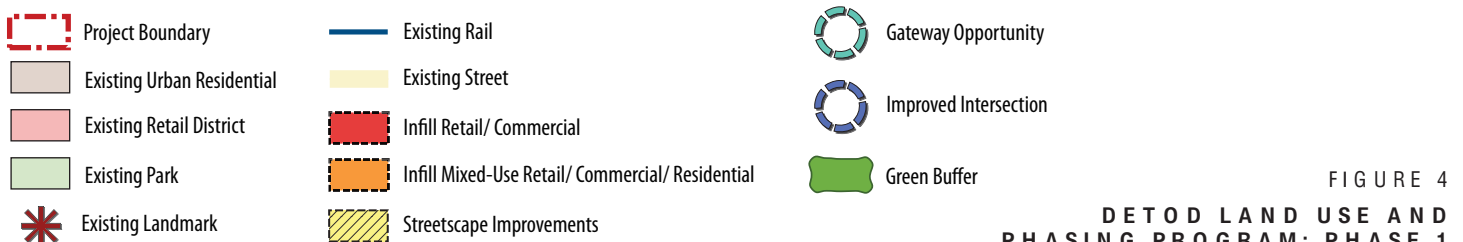
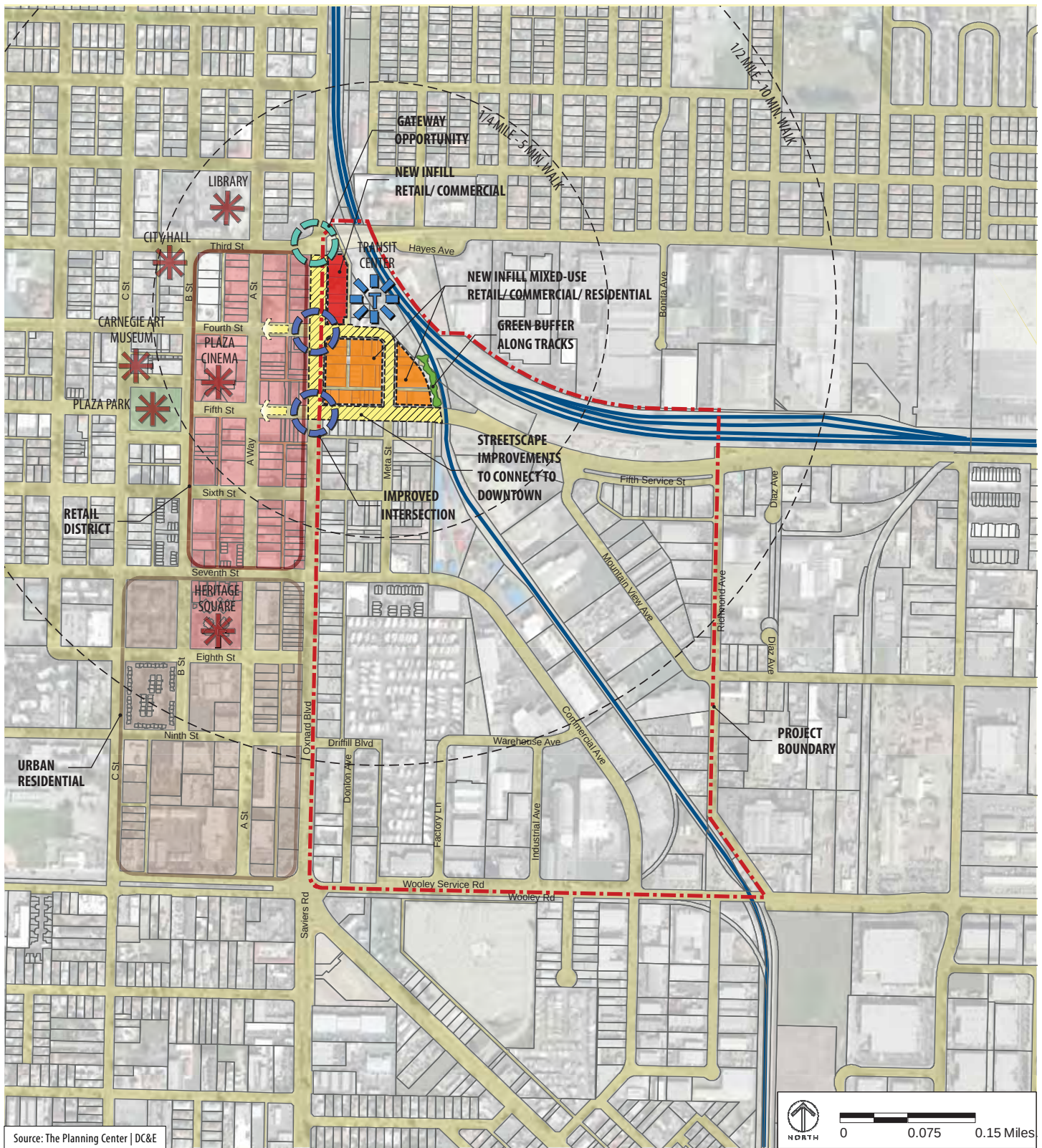


FIGURE 4
DETOD LAND USE AND
PHASING PROGRAM: PHASE 1

To improve the connectivity between Downtown and the OTC, as well as within the area, streetscape improvements are proposed for portions of Fourth, Fifth, and Meta Street, and along Oxnard Boulevard. Streetscape improvements would include pedestrian-friendly sidewalks with shade trees and seating, reconfigured street parking and pedestrian crossings, bicycle facilities, and street calming measures such as bulb-outs and speed bumps. Additionally, due to the proximity of development to the Ventura County Railroad (VCRR) spur, a green buffer is proposed between the track and the new buildings. Façade improvements along the east side of Oxnard Boulevard and both sides of Fifth Street from Oxnard Boulevard to the tracks are also important recommendations to enhance the walking environment for pedestrians and improving patronage at local businesses.

The intersections of east-west streets intersecting with Oxnard Boulevard, namely Fourth and Fifth Street, are proposed to be improved through enhanced crosswalks, wayfinding, and other methods to visually link the DETOD area with Downtown and encourage pedestrians to walk between areas. Other key intersections, including Third and Oxnard, and Fifth and the VCRR, present the opportunity to create new gateways to the station and to Downtown. Gateways can be formed by a variety of elements, including building placement and articulation, pavement design, public art, landscaping, or street lighting.

Phase 1 – Summary of Development Strategies

1. Infill Development

- a. Mixed-use transit village with adaptive reuse element on sites of existing La Gloria and light manufacturing facilities
- b. Spot retail/commercial infill along the east side of Oxnard Boulevard between Third and Fourth Streets
- c. Spot infill on Fifth Street between Meta Street and the tracks

2. Streetscape Improvements

- a. Oxnard Boulevard between Third and Fifth Streets
- b. Fifth Street between Oxnard Boulevard and the tracks
- c. Fourth Street between Oxnard Boulevard and Meta Street
- d. Meta Street between Fourth and Fifth Streets
- e. Create buffer separating transit village development and tracks

3. Façade Improvements

- a. East side of Oxnard Boulevard between Third and Fifth Streets
- b. North and south side of Fifth Street between Oxnard Boulevard and the tracks

4. Gateway Opportunity

- a. Intersection of Third Street/Oxnard Boulevard

5. Intersection Improvements
 - a. Intersection of Fourth Street/Oxnard Boulevard
 - b. Intersection of Fifth Street/Oxnard Boulevard

Phase 2— Residential/Retail Redevelopment and Rationalized Central Industrial Area (Mid Term, 10-20 Years)

The Phase 2 area, shown in **Figure 5**, totals roughly 22.6 acres and includes two separate areas: the first extends two blocks south of Phase 1 from Fifth to Seventh Streets; the second comprises the auto repair district, a discrete cluster of parcels located a quarter mile east. Current uses within the Phase 2 area include the low-income Meta Street Apartments, a health clinic, church, and assorted retail entities, as well as a collection of auto-repair and warehouse entities within the auto repair district. Most of the Phase 2 area is situated within a quarter-mile walk of the OTC, which may allow it to function as an extension of the Phase 1 transit village.

Land uses in the Phase 2 area would consist of similar residential development seen in the Meta Street Apartments and condos along Seventh Street. Along Oxnard Boulevard, depending on the market demand, neighborhood retail and/or residential mixed-use developments are proposed to line the street to complement and support the Downtown retail uses on the west side of Oxnard Boulevard. Infill retail development is also proposed along the south side of Fifth Street to enhance Fifth Street as an important retail corridor and link to Downtown and the OTC.

The existing auto repair district is proposed to be relocated in order to allow for the expansion of the industrial uses in that area. The industrial uses form a viable employment base in Oxnard and their expansion would strengthen the area's regional importance while benefiting from the proximity to the OTC.

Along with the new development, the streetscape improvements proposed in Phase 1 would get extended south along this portion of Oxnard Boulevard; similarly, streetscape improvements would occur along Seventh Street combined with intersection enhancements at the corner of Seventh and Oxnard. The continuation of the green buffer along the eastern edge of the residential development between Fifth and Seventh Streets would minimize visual impacts of the industrial area that is located on the west side of the VCRR spur.

Phase 2 – Summary of Development Strategies

1. Infill Development
 - a. Multi-family residential on underutilized parcels
 - b. Mixed-use residential over retail between Fifth and Seventh Streets
 - c. Infill retail along south side of Fifth Street between Oxnard Boulevard and the tracks
2. Streetscape Improvements
 - a. Oxnard Boulevard between Fifth and Seventh Streets

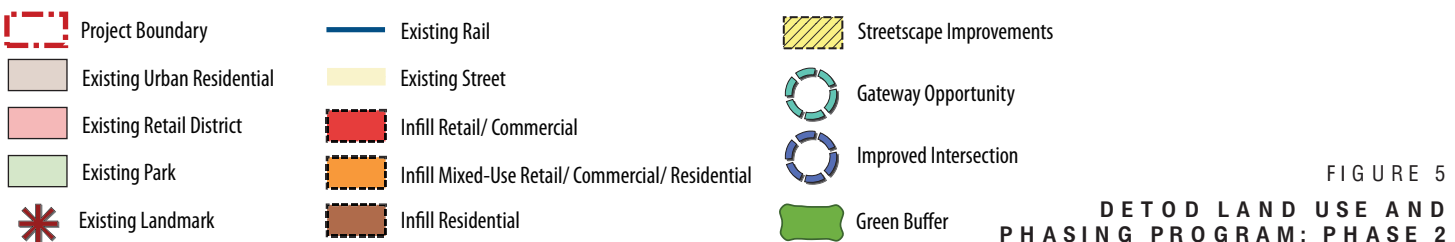


FIGURE 5

- b. Seventh Street between and Oxnard Boulevard and the edge of the Central Industrial area
 - c. Create buffer separating residential from industrial
- 3. Gateway Opportunity
 - a. Intersection of Fifth Street and the tracks
- 4. Intersection Improvement
 - a. Intersection of Oxnard Boulevard and Seventh Street
- 5. Expand Fruit Processing Area into Auto Repair District
 - a. Explore mechanisms to re-zone Auto-Repair District to prohibit auto uses
 - b. Develop a strategy to relocate existing auto uses

Phase 3—Residential and Retail Redevelopment (Long Term, 20-30 Years)

Phase 3, shown in **Figure 6**, is the largest sub-area consisting of nearly 28 acres extending south from Seventh Street to Wooley Road. Existing uses within Phase 3 include two recently constructed condominium complexes, several used-car dealerships along Oxnard Boulevard, and most significantly, the Royal Palms Estates, a mobile home community that covers 16 of the 28 acres. Because all of Phase 3 area is situated outside the OTC quarter-mile walk-shed, revitalization will likely depend on general market conditions and the revitalization of directly adjacent parcels rather than on proximity to the OTC or Downtown.

This area is largely envisioned for intensification with a mix of market rate and affordable multi-family residential uses. The large intersection of Oxnard Boulevard, Wooley Road and Saviers Road presents an opportunity to intensify development with new commercial uses and create a visual gateway into the center of Oxnard. Corner retail with stepped-back residential is also envisioned at the southeast corner of Oxnard Boulevard and Seventh Street.

To improve access and pedestrian connectivity within the Study Area and to the OTC, proposed new streets would be incorporated into the new multi-family residential area. These streets would extend Eighth Street and Drifill Boulevard to the east to connect with Warehouse Avenue and a new north/south street between Seventh Street and Warehouse Avenue. In addition, a new north/south street would connect Eighth Street to Drifill Boulevard. The expansion of the streetscape improvements proposed in Phase 1 and Phase 2 along Oxnard Boulevard would further underline the intent to integrate this area with the Downtown and make the entire area identifiable as a cohesive, walkable district.

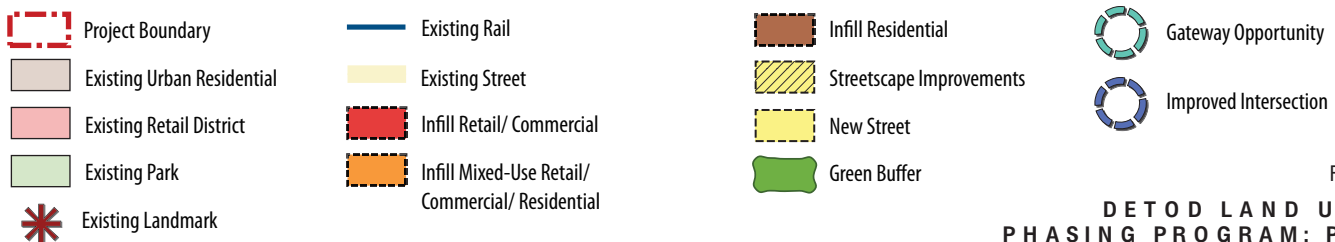
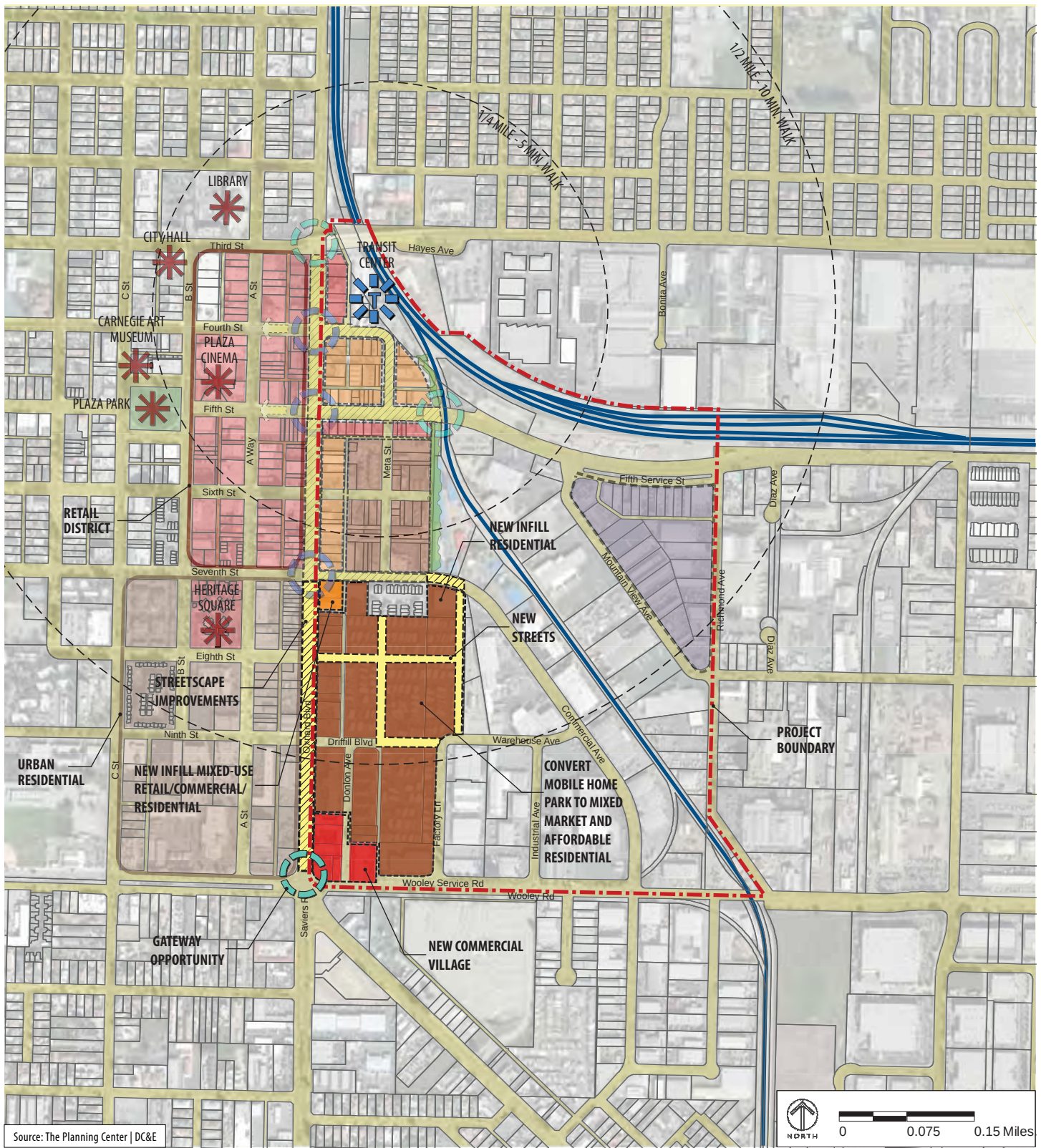


FIGURE 6
DETOD LAND USE AND
PHASING PROGRAM: PHASE 3

Phase 3– Summary of Development Strategies

1. Infill Development
 - a. Multi-family residential along Oxnard Boulevard and within the interior of the Study Area
 - b. Commercial village at the northeast corner of Oxnard Boulevard and Wooley Road
 - c. Mixed-use node at the southeast corner of Oxnard Boulevard and Seventh Street
2. Optional Infill Redevelopment of Mobile Home park
 - a. Analyze the feasibility of acquiring a portion/all land currently used by mobile home park
 - b. Infill with multi-family residential and additional affordable replacement units
3. New Streets (contingent upon acquisition of mobile home park)
 - a. North/south street between Seventh Street and Drifill Boulevard
 - b. North/south street between Seventh Street and Warehouse Avenue
 - c. Eighth Street extension east to intersect with new north/south streets
 - d. Drifill Boulevard extension east to Warehouse Avenue
4. Streetscape Improvements
 - a. Oxnard Boulevard from Seventh Street to Wooley Road
 - b. Seventh Street east of the buffer to the new north/south road
5. Gateway Opportunity
 - a. Intersection of Oxnard Boulevard and Wooley Road

Land Assembly

Challenges

Patterns of existing property ownership may present a challenge to economic development efforts. The renewal area includes 185 unique parcels, many of which are irregularly shaped. Land ownership is fragmented and reflects a variety of ownership characteristics, from independent owners to trusts with multiple interests. Land use and disposition decisions under these circumstances tend to optimize the interest of the individual owners rather than the district as a whole. Moreover, assembling a parcel large enough for significant development can require the cooperation of several players with divergent short-or long-term goals. Meanwhile, smaller parcels can make it difficult for projects to accommodate on-site at-grade parking requirements.

While there are a fair number of vacant parcels and parking lots, many more parcels host operating uses. Even if struggling, these often provide a secure, low-cost, and low-risk income stream to existing owners, which can represent a significant financial hurdle to alternative investment and redevelopment. Such owners may be unable to make the substantial investment required for redevelopment but also be unwilling to sell.

Other economic (or non-economic) motives or circumstances also may discourage owners from making investments, including anticipated rapid appreciation of property values. In many cases, these ownership patterns result in underutilized parcels and undesirable tenants. The City owns a fair number of parcels, but nearly all are for uses that will be retained under any development scenario, such as OTC parking areas.

Scenarios

In order to model the range between potential land use capacity and reduced capacity due to land assembly challenges, the analysis features two scenarios: an aggressive and a conservative land assembly scenario. Both scenarios are based on a detailed, parcel-level evaluation of land contained within the designated renewal area.¹

The aggressive scenario, which designates 38 out of 57 total acres for renewal (66%), retains a core set of existing uses that support project goals, complement the conceptual program, and utilize significant historical architecture (such as street retail on Fifth Street). These retained uses include public facilities such as the OTC, recent residential developments such as the Meta Street apartments, Clinicas Del Camino Real, and The Boys and Girls Clubs of Oxnard. The remaining uses are designated for renewal, which entails land acquisition, demolition of 400,000 square feet of existing improvements, and construction of new uses.

The conservative scenario designates 16 out of 57 acres for renewal (27%). In this scenario, more than half of the available land area is retained including the Royal Palms Estates mobile home community. While the Royal Palms Estates offers several benefits to a potential buyer—namely a single owner and a large contiguous area—protections afforded to mobile home community against eviction make the land costs very expensive relative to potential alternative uses supportable by Oxnard market rents. For a summary of renewal area calculations and land assembly options, see **Table 1**. For a discussion of mobile home community buy-out costs, see **Appendix 6**.

Conceptual Program

The conceptual program is intended to illustrate and quantify the capacity of the renewal area to support land uses that conform to goals derived from the Baseline Assessment. These goals

¹ The Baseline analysis identified a potential land supplement to the DETOD area resulting from the straightening of a short segment of Fifth Street between the VCRR tracks and Diaz Avenue, which could potentially free up 3.7 additional developable acres of land. In a separate analysis, this option was determined to be financially infeasible, and neither the aggressive nor conservative land assembly scenarios incorporate it. Please refer to the financial feasibility section below for further discussion.

include: emphasize residential uses that utilize the proximity to the OTC to promote pedestrianism and transit use; preserve and enhance the DETOD area as a jobs center for the City of Oxnard; provide complementary uses that serve the study area and the larger Downtown context; assure to the extent possible the feasibility of development under Oxnard market conditions.

This has led to the selection and programming of four distinct real estate development prototypes. While developers will propose a greater variety of uses, many of which the renewal area will also support, the four selected prototypes illustrate the general range of possibility. A brief description of the prototypes follows. For more information on prototype assumptions, see **Appendix 1.**

- **Residential Rental:** The most prominent land use envisioned for the renewal area is multi-family rental residential at a density high enough to allow sufficient residential concentration around the OTC. The Oxnard market does not support high rents, so the prototype is a four-story walk-up over tuck-under parking at a density of 29 dwelling units per acre. This is a relatively low density compared with other Los Angeles County TODs, but it would be among the densest residential developments in Oxnard. A for-sale residential option is not considered here due to the strong preference in Oxnard's for-sale market for more traditional formats. All units are modeled as market-rate housing. While the City has stipulated that affordable housing must contribute between 15% and 33% of all units in the DETOD area, some form of subsidy will be required to make them pencil financially, so to test development feasibility, market-rate and affordable units are assumed to be equivalent.

The parking ratio is 1.6 spaces per unit, which is based on an allocation of one space per bedroom. While some transit-oriented residential developments can succeed with lower parking ratios, lower parking ratios would likely make the units un-marketable in Oxnard. However, should parking demand around the transit village fall in the future, it may be possible to recycle surface parking for other uses.

Mixed-Use Residential Over Retail: The mixed-use prototype, featuring three-story walk-up apartments over street retail at 21 dwelling units and 3,000 square feet of retail per acre, is envisioned for the street frontage on Oxnard Boulevard. This use can help activate the streetscape, encourage pedestrian activity, and provide neighborhood retail to complement the new residential units. The mixed-use prototype shares the same basic form with the residential prototype except that first-floor units are occupied by retail uses.

- **Street Retail:** The retail prototype is envisioned to fill minor gaps in the existing retail streetscape. Like other prototypes, the street retail prototype employs stick construction and relies entirely on surface parking.
- **Warehouse/Distribution:** The prototype for warehouse/distribution is intended to reinforce and expand the existing fruit processing cluster to help support this important job center for the City. The prototype, featuring tilt-up construction, is programmed mainly as a replacement for uses in the auto repair district.

Table 1 Renewal Area and Land Assembly

	Revitalization Phases			All Phases
	Phase I	Phase II	Phase III	
Renewal Area				
Downtown East Study Area				
Land (ac)				147.2
Vertical Sqft				1,612,762
Area Selected for Renewal				
Land (ac)	6.6	22.6	27.5	56.7
Vertical Sqft	90,238	378,616	333,338	802,192
Renewal Area as % of Study Area				
Land	4%	15%	19%	39%
Vertical Sqft	6%	23%	21%	50%
Land Assembly: Aggressive Scenario				
Selected for Assembly				
Land (ac)	3.6	12.5	21.7	37.7
Vertical Sqft	90,238	183,079	125,710	399,027
Retained As Is				
Land (ac)	3.0	10.2	5.8	19.0
Vertical Sqft	0	195,537	207,628	403,165
Revitalization Area as % of Improvement Area				
Land	54%	55%	79%	66%
Vertical Sqft	100%	48%	38%	50%
Land Assembly: Conservative Scenario				
Selected for Assembly				
Land (ac)	2.8	7.1	5.6	15.5
Vertical Sqft	69,860	106,833	96,388	273,081
Retained As Is				
Land (ac)	3.8	15.6	21.9	41.2
Vertical Sqft	20,378	271,783	236,950	529,111
Revitalization Area as % of Improvement Area				
Land	43%	31%	20%	27%
Vertical Sqft	77%	28%	29%	34%

Source: Economic & Planning Systems, Inc.

Land Use Capacity

Both land assembly scenarios add a significant number of residential units, with 722 new units constructed in the aggressive scenario (a net of 567 after accounting for the eliminated mobile home units) and 233 in the conservative scenario (which retains the mobile units). Retail square footage, on the other hand, falls in both, by 130,000 square feet in the aggressive scenario and 95,000 square feet in the conservative scenario. This decline is attributable to the fact that the program replaces retail uses near the OTC and along Oxnard Boulevard with residential and mixed-use. Industrial uses in both scenarios also increase, by 72,000 square feet in the aggressive scenario and 26,000 square feet in the conservative scenario. This expansion is attributable to more efficient land use in the transformed auto repair district.

A program breakdown by prototype, phase, and scenario is shown in **Table 2**. A summary of net program change by scenario is shown in **Table 3**.

Table 2 Program Summary

Land Use Prototype	Phase I		Phase II		Phase III		All Phases		
	Res. Units	Comm. Sq.ft.	Units	Comm. Sq.ft.	Res. Units	Comm. Sq.ft.	Res. Units	Retail Sq.ft.	Indstry. Sq.ft.
Aggressive Scenario									
Four-Story Walk-Up Apartments	72	0	74	0	467	0	613	0	0
Infill Retail	0	21,243	0	15,370	0	40,362	0	76,975	0
Three-Story Walk-Up Apartments Over Retail	0	0	36	5,148	73	10,476	109	15,624	0
Warehouse/ Distribution/ Flex	0	0	0	138,212	0	0	0	0	138,212
TOTAL	72	21,243	110	158,730	541	50,838	722	92,599	138,212
Conservative Scenario									
Four-Story Walk-Up Apartments	72	0	38	0	32	0	142	0	0
Infill Retail	0	6,856	0	6,111	0	20,356	0	33,323	0
Three-Story Walk-Up Apartments Over Retail	0	0	20	2,817	72	10,259	92	13,076	0
Warehouse/ Distribution/ Flex	0	0	0	84,136	0	0	0	0	84,136
TOTAL	72	6,856	57	93,064	104	30,615	233	46,400	84,136

Source: Economic & Planning Systems, Inc.

Table 3 Net Program Change

Land Use	Aggressive Scenario			Conservative Scenario		
	Demo	New Construction	Net Impact	Demo	New Construction	Net Impact
Residential Units	155	722	567	0	233	233
Retail Square Feet	222,868	92,599	(130,269)	141,488	46,400	(95,088)
Industrial Square Feet	66,192	138,212	72,020	58,192	84,136	25,944

Source: Economic & Planning Systems, Inc.

Public Infrastructure

Revitalization is often catalyzed by public-sector investment in infrastructure, such as streets, parks, and community facilities. These types of projects often spur private-sector investment because it reflects the City's commitment to the success of a particular district and can improve its overall appeal and marketability.

In order to support the proposed land use scenarios, new public infrastructure is required to make the area more amenable to pedestrian use, to encourage circulation between the OTC and Downtown Oxnard, to buffer the residential areas from the industrial uses, and to mark significant entries into the area from the north, south, and east. By improving connectivity between Downtown Oxnard and within the DETOD renewal area as a whole, including pedestrian, automobile, and public gathering opportunities, the district can operate as an integrated whole.

Because the area currently serves a mix of retail, residential, and industrial uses, it is not expected to require meaningful expansion of utilities, wastewater, and storm drainage capacity. Of course, improvements to these facilities may be required but these costs, if any, have not been considered as part of this analysis.

The resulting streetscape enhancements, new interior roads, landscaping, and gateway treatments, can be constructed incrementally over the three development phases. In the aggressive scenario, the improvements are estimated to cost \$3.9 million. Conservative scenario infrastructure costs are estimated at \$2 million, because internal circulation costs required to prepare the mobile home parcels for alternative development can be omitted.

For a summary of infrastructure costs by category, phases, and scenario, refer to **Table 4**.

Table 4 Infrastructure Costs

Public Facility Cost ⁽¹⁾	Amount (\$)			
	Phase I	Phase II	Phase III	All Phases
Aggressive Land Assembly Scenario				
Streets and Streetscape	\$638,538	\$465,750	\$279,048	\$1,383,335
Gateway	\$34,213	\$85,000	\$39,100	\$158,313
Intersection Improvement	\$137,310	\$56,700	\$0	\$194,010
Green Buffer	\$133,055	\$180,100	\$0	\$313,155
Internal Circulation	\$0	\$0	\$1,864,725	\$1,864,725
Subtotal	\$943,115	\$787,550	\$2,182,873	\$3,913,538
Conservative Land Assembly Scenario				
Streets and Streetscape	\$638,538	\$465,750	\$279,048	\$1,383,335
Gateway	\$34,213	\$85,000	\$39,100	\$158,313
Intersection Improvement	\$137,310	\$56,700	\$0	\$194,010
Green Buffer	\$133,055	\$180,100	\$0	\$313,155
Internal Circulation	\$0	\$0	\$0	\$0
Subtotal	\$943,115	\$787,550	\$318,148	\$2,048,813

(1) Excludes land cost

Sources: The Planning Center/DC&E, Economic & Planning Systems, Inc.

3. FINANCIAL FEASIBILITY AND FISCAL BENEFITS

This chapter evaluates the financial and fiscal feasibility of DETOD revitalization from the perspective of both private developers and the City. Specifically, financial feasibility measures economic performance of redevelopment as a private investment, comparing expected costs with likely returns. Fiscal analysis, in turn, compares the likely change in General Fund costs and revenues. Because the City already provides a range of public services to the DETOD area, General Fund costs are not expected to change appreciably. Consequently, this analysis focuses on incremental General Fund revenues only.

Financial Feasibility

Financial feasibility is determined by first computing residual land value, which is the difference between the capitalized value of the proposed development less total vertical development costs. Land acquisition cost is then subtracted from residual land value. If the remainder is positive—that is, if there is a surplus after subtracting all costs including assumed developer returns, the proposed development program is feasible. If the remainder is negative, there is an economic feasibility gap.

In both the aggressive and conservative land assembly scenarios, residual land value is positive, but because land acquisition costs are higher, net value is negative. The aggressive scenario shows a net value deficit of \$9.4 million, and the conservative scenario shows a net \$4.7 million deficit. The feasibility gaps must be eliminated or significantly narrowed if the program is to interest private developers.

For a summary of residual land value, land costs, and net value created broken down by uses, phases, and scenario, please refer to **Table 5**. For Detailed residual land value pro-formas by development type, see **Appendices 2 through 5** and **Appendix 7**. For an in-depth description of model inputs, refer to **Appendix 8**.

Infeasibility of Fifth Street Realignment Option

The Baseline Report identifies the straightening of a segment of Fifth Street between the VCRR tracks and Diaz Avenue as a way to potentially free up additional land for development. However, this would be neither financially feasible nor sufficiently beneficial from an urban design perspective to justify the cost.

The alignment project would involve acquiring approximately 1.8 acres of Union Pacific land, demolishing the existing portion of the road, and constructing a new segment to free up approximately 3.7 acres of land north of the Central Industrial Area for new uses. The straightened Fifth street could also enable creation of a more formal gateway into Downtown Oxnard from the east.

There are two major impediments to this plan. First, Union Pacific is not generally amenable to selling rights of way. Second, the economic cost far outweighs economic benefits. As shown in **Table 6**, estimated land acquisition and preparation costs total nearly \$5 million and estimated

Table 5 Opportunity Cost Analysis

	Revitalization Phases			All Phases
	Phase I	Phase II	Phase III	
Aggressive Land Assembly Scenario				
Residual Land Value of New Uses				
Four-Story Walk-Up Apartments	\$4,447,254	\$4,543,615	\$28,869,578	\$37,860,446
Inline Retail	\$374,550	\$271,002	\$711,652	\$1,357,203
Three-Story Walk-Up Apartments Over Retail	\$0	\$312,165	\$635,221	\$947,386
Warehouse/ Distribution/ Flex	\$0	\$1,015,004	\$0	\$1,015,004
Subtotal	<u>\$4,821,803</u>	<u>\$6,141,785</u>	<u>\$30,216,451</u>	<u>\$41,180,039</u>
Land Acquisition	\$4,212,361	\$10,871,115	\$35,431,407	\$50,514,883
Surplus/(Gap)	<u>\$609,442</u>	<u>(\$4,729,330)</u>	<u>(\$5,214,956)</u>	<u>(\$9,334,844)</u>
Suplus/(Gap) as a % of Market Value	3%	-10%	-4%	-5%
Conservative Land Assembly Scenario				
Residual Land Value of New Uses				
Four-Story Walk-Up Apartments	\$4,447,291	\$2,323,894	\$1,983,366	\$8,754,551
Inline Retail	\$120,885	\$107,744	\$358,918	\$587,547
Three-Story Walk-Up Apartments Over Retail	\$0	\$170,838	\$622,066	\$792,905
Warehouse/ Distribution/ Flex	\$0	\$617,879	\$0	\$617,879
Subtotal	<u>\$4,568,176</u>	<u>\$3,220,354</u>	<u>\$2,964,350</u>	<u>\$10,752,881</u>
Land Acquisition	\$3,786,532	\$6,246,500	\$5,432,829	\$15,465,861
Surplus/(Gap)	<u>\$781,644</u>	<u>(\$3,026,146)</u>	<u>(\$2,468,479)</u>	<u>(\$4,712,980)</u>
Suplus/(Gap) as a % of Market Value	5%	-11%	-9%	-7%

Source: Economic & Planning Systems, Inc.

residual land value for new warehouse/distribution/flex space totals \$430,000 for a net deficit of approximately \$4.5 million.

A land use other than industrial might produce a higher residual land value, but it is unlikely to be marketable in this location. Hypothetically, City land contribution could lower the deficit by \$2 million to \$2.5 million and bonding all General Fund property tax benefits generated by the new uses could reduce the deficit by another \$173,000 to a still infeasible gap of \$2.3 million. Finally, because there are several preferable entries to Downtown that could serve as a gateway, it is arguable that the potential urban design benefits of the realignment would be marginal at best—and not worth the \$2.3 million in subsidy that would be required to eliminate the feasibility gap.

Improving Program Feasibility

In attempting to encourage revitalization of the DETOD area, the City of Oxnard must deal with several of the challenges typically facing older Downtown areas, including physical dilapidation, highway-based competition, a physical layout that won't accommodate certain marketable uses like retail anchors, and resistance from existing owners. Each of these factors is reflected in the feasibility gaps, which, while significant, should not be an impediment to moving forward.

Table 6 5th Street Alignment Feasibility Analysis

Category	Quantity	Rate	Cost
COSTS			
Union Pacific Land	78,408 Sqft	\$12.00 /Sqft	\$940,896
City-Owned Land	161,172 Sqft	\$12.00 /Sqft	\$1,934,064
Grading	260,000 Sqft	\$1.00 /Sqft	\$260,000
Asphalt	160,000 Sqft	\$9.00 /Sqft	\$1,440,000
Striping, Sidewalk, Signalling, Landscaping	160,000 Sqft	\$2.27 /Sqft	\$362,500
Total			\$4,937,460
REAL ESTATE VALUE CREATED			
New Land Area	161,172 Sqft		
Less 10% for circulation, etc.	(16,117) Sqft		
Net Available New Land Area	145,055 Sqft		
Use: Warehouse/ Distribution/ Flex	62,005 Sqft		
Residual Land Value		\$6.98 /Sqft	\$432,583
Net Value Created			(\$4,504,877)
INCREMENTAL PROPERTY TAX BENEFITS			
Estimated Assessed Value	62,005 Sqft		
Construction Cost	\$133 /Sqft		
Property Tax Increment To Oxnard General Fund	\$8,245,601 Value	0.178%	\$14,677
Equivalent 30-Yr Bond Value	7.5% coupon		\$173,343

Sources: DC&E/The Planning Center, Economic & Planning Systems, Inc.

Measured against total market value created, the feasibility gaps are relatively minor. In the aggressive scenario, the \$9.4 million gap represents 5% of the total market value created, and in the conservative scenario, a \$4.7 million gap equates to 7% of total market value created. Such deficits tend to be sensitive to changes in value drivers, so small market improvements can swing the results into positive feasibility.

For example, rent appreciation of 5.5% relative to costs shifts the aggressive scenario into feasibility, as does a 6.6% bump for the conservative scenario. And because the rent assumptions used in the analysis are conservative in order to reflect the untested (for Oxnard) transit village concept, there is upside if the residential units can command rents at the upper end of the Oxnard spectrum. Structural changes in the residential market that shift demand from for-sale to for-rent properties could also boost rents and feasibility.

Even without rent improvement, Phase 1 in both scenarios appears to be feasible. And because each phase stands on its own, implementation of Phase 1 can begin now.

Phases 2 and 3, on the other hand, show a large feasibility gap attributable to two main factors. The mixed-use prototype, of which Phases 2 and 3 include a considerable quantity, generates far less residual value per square foot than single-use multifamily, the result of higher construction

costs and greater perceived risk without a commensurate bump in rents. Tweaking the program mix in Phases 2 and 3 to employ less of the mixed-use prototype can improve feasibility.

The biggest factor in the Phase 3 feasibility gap pertains to the Royal Palms Estates mobile home community. As modeled, replacement of Royal Palms Estates with multifamily residential adds \$25.7 million in additional residual land value and \$27.8 million buy-out costs, for a net incremental loss of \$2.1 million. Buy-out costs, as discussed further in **Appendix 6**, are based on an assumption of full occupancy. But a common strategy used by some mobile park owners to improve marketability is to let occupancy fall by attrition and thereby lower the relocation cost burden. Whether the current owners are willing to forego rent in anticipation of future redevelopment remains to be seen.

Fiscal Benefits

This section evaluates the impact of the proposed development on the City of Oxnard's General Fund revenues with respect to sales and property taxes. In addition to providing useful information on the overall merits of the proposed development, the results of the analysis can have a direct bearing on project financial feasibility. For example, if the development generates a significant surplus, the City may elect to dedicate a portion of these funds to project-wide infrastructure, thus enhancing overall project feasibility.

In both land assembly scenarios, property tax benefits increase significantly. In the aggressive scenario, property tax revenue to the Oxnard General Fund increases by 500% or \$290,000 in incremental annual revenue. In the conservative scenario, revenues increase by 250% or \$90,000 annually.

Sales tax benefits are more modest. A net loss in retail square feet in both scenarios to make way for residential expansion is offset somewhat by higher expected retail sales per square foot. In the aggressive scenario, sales tax benefits increase by roughly 25% or \$41,000, whereas in the conservative scenario, net benefits decline by a marginal amount and stay essentially even.

Together, net tax benefits generated by both scenarios are significant. The aggressive scenario adds \$330,000 in new contributions to the Oxnard General Fund annually, which could hypothetically be bonded to generate approximately \$3.9 million in additional financing. The conservative scenario generates \$91,000 in new annual General Fund contributions, equivalent to a \$1.1 million bond.

In both cases, these hypothetical bond proceeds could help offset public infrastructure costs. In the aggressive scenario, all \$3.9 million in estimated public infrastructure costs could be financed, and in the conservative scenario, roughly half the \$2 million in costs could be covered.

For a summary of tax benefits by phase and scenario, please refer to **Tables 7a** and **7b**. For a comparison of total tax benefits with public infrastructure costs, see **Table 8**.

Table 7A Fiscal Benefits Analysis – Aggressive Land Assembly Scenario

	Phases ⁽¹⁾			All Phases
	Phase I Area	Phase II Area	Phase III Area	
Property Taxes				
Current				
Basis	\$5,303,571	\$13,499,316	\$13,732,617	\$32,535,504
Estimated Annual Taxes ⁽²⁾	\$53,036	\$134,993	\$137,326	\$325,355
Portion Available to Oxnard General Fund ⁽³⁾	\$9,440	\$24,029	\$24,444	\$57,913
After Revitalization				
Basis	\$20,307,391	\$47,874,207	\$127,935,938	\$196,117,536
Estimated Annual Taxes ⁽²⁾	\$203,074	\$478,742	\$1,279,359	\$1,961,175
Portion Available to Oxnard General Fund ⁽³⁾	\$36,147	\$85,216	\$227,726	\$349,089
Net New Tax Benefits				
Basis	\$15,003,820	\$34,374,891	\$114,203,321	\$163,582,032
Estimated Annual Taxes ⁽²⁾	\$150,038	\$343,749	\$1,142,033	\$1,635,820
Portion Available to Oxnard General Fund ⁽³⁾	\$26,707	\$61,187	\$203,282	\$291,176
Sales Taxes				
Current				
Retail Sqft	45,044	91,014	86,810	222,868
Estimated Sales/Sqft ⁽⁴⁾	\$77	\$76	\$79	\$77
Estimated Retail Sales	\$3,457,853	\$6,936,315	\$6,877,472	\$17,271,640
Estimated Annual Taxes ⁽⁵⁾	\$32,850	\$65,895	\$65,336	\$164,081
After Revitalization				
Retail Sqft	21,243	20,518	50,838	92,599
Estimated Sales/Sqft ⁽⁴⁾	\$231	\$234	\$233	\$233
Estimated Retail Sales	\$4,903,927	\$4,802,675	\$11,870,318	\$21,576,920
Estimated Annual Taxes ⁽⁵⁾	\$46,587	\$45,625	\$112,768	\$204,981
Net New Tax Benefits				
Retail Sqft	(23,801)	(70,496)	(35,972)	(130,269)
Estimated Retail Sales	\$1,446,074	(\$2,133,640)	\$4,992,846	\$4,305,281
Estimated Annual Taxes ⁽⁵⁾	\$13,738	(\$20,270)	\$47,432	\$40,900

(1) Areas targeted for revitalization make up 39% of DETOD area land and 50% of DETOD area improvements

(2) Tax increment is computed as 1% of the difference between new market value and the current assessed value

(3) At .178% of Assessed Value

(4) Sales/Sqft rate estimate derived from NAICS 2011 Data

(5) At .95% of total sales allocated to the City of Oxnard

Sources: Economic & Planning Systems, Inc., County Assessor, NAICS

Table 7B Fiscal Benefits Analysis – Conservative Land Assembly Scenario

	Phases ⁽¹⁾			All Phases
	Phase I Area	Phase II Area	Phase III Area	
Property Taxes				
Current				
Basis	\$3,255,571	\$7,648,583	\$8,416,691	\$19,320,845
Estimated Annual Taxes ⁽²⁾	\$32,556	\$76,486	\$84,167	\$193,208
Portion Available to Oxnard General Fund ⁽³⁾	\$5,795	\$13,614	\$14,982	\$34,391
After Revitalization				
Basis	\$17,305,457	\$26,390,937	\$27,437,888	\$71,134,282
Estimated Annual Taxes ⁽²⁾	\$173,055	\$263,909	\$274,379	\$711,343
Portion Available to Oxnard General Fund ⁽³⁾	\$30,804	\$46,976	\$48,839	\$126,619
Net New Tax Benefits				
Basis	\$14,049,886	\$18,742,354	\$19,021,197	\$51,813,437
Estimated Annual Taxes ⁽²⁾	\$140,499	\$187,424	\$190,212	\$518,134
Portion Available to Oxnard General Fund ⁽³⁾	\$25,009	\$33,361	\$33,858	\$92,228
Sales Taxes				
Current				
Retail Sqft	32,916	51,084	57,488	141,488
Estimated Sales/Sqft ⁽⁴⁾	\$76	\$76	\$80	\$78
Estimated Retail Sales	\$2,511,218	\$3,867,468	\$4,625,181	\$11,003,867
Estimated Annual Taxes ⁽⁵⁾	\$23,857	\$36,741	\$43,939	\$104,537
After Revitalization				
Retail Sqft	6,856	8,928	30,615	46,400
Estimated Sales/Sqft ⁽⁴⁾	\$231	\$235	\$235	\$234
Estimated Retail Sales	\$1,582,603	\$2,097,213	\$7,199,123	\$10,878,939
Estimated Annual Taxes ⁽⁵⁾	\$15,035	\$19,924	\$68,392	\$103,350
Net New Tax Benefits				
Retail Sqft	(26,060)	(42,156)	(26,873)	(95,088)
Estimated Retail Sales	(\$928,615)	(\$1,770,255)	\$2,573,942	(\$124,928)
Estimated Annual Taxes ⁽⁵⁾	(\$8,822)	(\$16,817)	\$24,452	(\$1,187)

(1) Areas targeted for revitalization make up 39% of DETOD area land and 50% of DETOD area improvements

(2) Tax increment is computed as 1% of the difference between new market value and the current assessed value

(3) At .178% of Assessed Value

(4) Sales/Sqft rate estimate derived from NAICS 2011 Data

(5) At .95% of total sales allocated to the City of Oxnard

Sources: Economic & Planning Systems, Inc., County Assessor, NAICS

Table 8 Public Costs and Benefits

	Revitalization Phases			All Phases
	Phase I	Phase II	Phase III	
Aggressive Land Assembly Scenario				
Public Infrastructure Cost	\$943,115	\$787,550	\$2,182,873	\$3,913,538
Annual Fiscal Benefits at Build-out				
Net New Property Tax to Oxnard General Fund	\$26,707	\$61,187	\$203,282	\$291,176
Net New Sales Tax	\$13,738	(\$20,270)	\$47,432	\$40,900
Net New Benefits	\$40,445	\$40,918	\$250,714	\$332,076
Potential Bonded Value of Fiscal Benefits (30-year bond, 7.5% coupon)	\$477,665	\$483,254	\$2,961,029	\$3,921,948
Conservative Land Assembly Scenario				
Public Infrastructure Cost	\$943,115	\$787,550	\$318,148	\$2,048,813
Annual Fiscal Benefits at Build-out				
Net New Property Tax to Oxnard General Fund	\$25,009	\$33,361	\$33,858	\$92,228
Net New Sales Tax	(\$8,822)	(\$16,817)	\$24,452	(\$1,187)
Net New Benefits	\$16,187	\$16,544	\$58,310	\$91,041
Potential Bonded Value of Fiscal Benefits (30-year bond, 7.5% coupon)	\$191,174	\$195,391	\$688,666	\$1,075,231

Source: Economic & Planning Systems, Inc.

4. FINANCING AND IMPLEMENTATION

This section describes a general strategy for financing the proposed DETOD renewal area and implementation actions that are responsive to economic realities and changing market conditions. The recommendations should be taken as a general framework within which to proceed, as the optimal strategy will depend on events that have not materialized, including an improvement of market conditions and evidence of clear developer interest.

Findings and Implications for Strategy

The conceptual program under both land assembly scenarios is financially infeasible under the assumptions tested in the model. However, the feasibility “gap” is not large relative to the estimated market value of the proposed program, and small changes in market assumptions, construction costs, and land assembly costs could shift the results to significantly reduce or eliminate this gap. In addition, Phase 1 in both scenarios actually shows a surplus, indicative that a Phase 1 scenario may be supportable under current market conditions.

The viability of Downtown Oxnard for retail and residential development as a whole remains an overriding concern. As described in the Baseline Study, Downtown Oxnard, despite heavy private investment and public support from the Oxnard Redevelopment Agency, remains a work in progress, especially for residential uses. Even if strong economic recovery comes to the City, the likelihood, timing, and extent of continued Downtown revitalization remains uncertain. Initial market demand post-recovery is likely to flow to RiverPark (which still has a large number of finished residential lots and vacant retail space) before Downtown Oxnard, and to Downtown Oxnard before the DETOD renewal area starts to look like a viable development location.

In addition, under any market scenario, land assembly in the DETOD renewal area will be a challenge. The land pattern features a large number of irregular parcels, and ownership is diverse and fragmented. Land use and disposition decisions under these circumstances tend to optimize the interest of the individual owners rather than the district as a whole. Even if land values provide a strong incentive for revitalization, many current owners may refuse to sell for market value or will hold out entirely.

Public infrastructure costs for enabling infrastructure such as streetscape improvements and landscape buffers are a reasonable \$2 million to \$3.9 million. Estimated fiscal benefits from the project may provide much of the security necessary to justify public financing for build-out. However, potential additional negative potential fiscal impacts beyond those estimated here, such as capital improvements for sewer and water and services for fire and police protection should be assessed in light of proposed actual development projects.

Given sensitivity of DETOD area renewal to future market conditions, to strong competition from other residential and retail areas in the City, and to the likely challenges in land assembly, the City should consider an approach to revitalization that is opportunistic with respect to market conditions, is focused on policies and infrastructure investments that have a catalytic effect, and that leverages existing location benefits, such as proximity of the Phase 1 area to the OTC and to Downtown Oxnard.

The resulting recommended strategy focuses mainly on Phase 1 and has three interrelated components, as follows:

1. **Private Sector Outreach:** Lay the foundation for DETOD renewal with outreach initiatives to land owners and developers that promote a common vision, create the underlying conditions that may lead to a catalytic project in Phase 1, and solicits their active participation in this process.
2. **Regulatory Initiatives:** Explore opportunities for regulatory tactics that will create momentum for developers towards realizing the DETOD renewal vision. Where possible, consider both “carrots” and “sticks” as appropriate throughout DETOD renewal area.
3. **Financial Support:** Explore opportunities to pursue and implement funding options and financing mechanisms to support development feasibility, infrastructure development, and land assembly. Aim to build infrastructure incrementally in time with phasing.

The discussion below presents some of the actions and approaches available within each category in general terms for consideration by City staff. Additional specificity will be required when or if the City decides to pursue one or several of the approaches described.

Private Sector Outreach

Public-Private Engagement

Specific sites within the DETOD renewal area stand out as opportunity sites, based on their location, ownership, or proximity to key Downtown amenities. Several areas have been preliminarily identified as opportunity sites, such as the area surrounding La Gloria supermarket in Phase 1 and the Royal Palms Estates in Phase 3. In addition, strategically located vacant sites (e.g., scattered parcels throughout all the phase areas) may offer long-term opportunities for infill development. The use of these sites will depend on the cooperation of property owners, which the City may be able to help facilitate and encourage.

One possible approach is to engage in discussions with land owners and potential developers to refine the vision for DETOD renewal. This process would help identify potential revitalization obstacles, clarify options consistent with project goals, and refine the program in concert with available parcels. Most importantly, such outreach would help educate land owners about the potential appreciation in land values that may result from cooperation around a holistic vision for the DETOD renewal area, which could help facilitate land assembly.

Another effort should aim to coordinate public-private development efforts with ongoing public improvements. In addition to potential DETOD renewal improvements specified in the infrastructure plan, other improvements scheduled as part of Downtown Oxnard revitalization should be designed to support and enhance the DETOD opportunity area as well.

Marketing and Business Recruitment

While the City should not be in the business of pre-programming the tenant mix of a commercial district, it can work closely with the private-sector groups to identify, recruit, and retain businesses consistent with broader economic development goals. Business recruitment efforts

can not only attract new businesses but also support the needs of existing tenants. The types of activities often associated with business recruitment strategies include these:

- Research on market conditions and space requirements for targeted tenant types;
- Analysis of available sites, including renovation requirements and lease terms;
- Marketing and solicitation aimed at specific tenants;
- Expedited or preferential permits and business licensing for targeted tenants (e.g., liquor licenses);
- Financial assistance with initial start-up costs (e.g., tenant improvements);
- Low-interest business loans; and
- Property acquisition or lease subsidies for targeted tenants.

Business recruitment efforts can be implemented by both public and private entities or as part of a coordinated effort. In either case, the effort should be closely linked to the overall marketing plan for Downtown Oxnard and focused on attracting businesses that reinforce or enhance the economic and social vitality of Downtown Oxnard as a whole, inclusive of the DETOD area.

Business Improvement District

One useful tool to facilitate marketing, business recruitment, and establishment of a holistic vision for the future is a Business Improvement District (BID). A BID Business Improvement Districts (BIDs) can play a variety of roles and can provide a range of services designed to advance the overall commercial appeal of a specific district. At the very minimum, a BID can serve as an organizing tool to formulate and advance common area interests. Other BID activities can range from development of marketing and promotional activities, including sponsoring special events, to more strategic management of programs, maintenance services, construction of additional common area improvements, and possibly recruiting selected tenants.

The Oxnard Downtown Management District, a Property Business Improvement District (PBID) established in 2001, currently plays this role for a portion of Downtown Oxnard that includes some, but not all, of the DETOD renewal area. As the PBID comes up for renewal, the City should consider expanding the district's boundaries to include the whole DETOD renewal area and to incorporate some version of the DETOD renewal vision into the next 5-year district plan.

Regulatory Initiatives

In the latest update of the General Plan, the zoning designation for the whole DETOD area has been specified as CBD. With no height limits and a residential density cap at 39 du/ac, this appears appropriate for the prototypes tested for the renewal area in phases 1-3. However, up-zoning to allow even more density could create additional incentive for developers and land owners to explore more intense land uses.

The CBD designation is not, however, consistent with the study's objective to preserve the Central Industrial Area as a jobs center, and the original industrial designations should be restored. By reducing the amount of land available for residential and retail development, this

may also have the salutary effect of increasing the land value—and incentives for revitalization—for the remaining DETOD renewal area.

As described previously in the Baseline Report, the existing condition of many entities in the DETOD area with regard to uses, signage, general upkeep, and other areas may be in conflict with the current Municipal Code. A program of improved code enforcement, implemented in conjunction with new infrastructure development and the concurrent roll-out of a DETOD vision, may help create a new set of underlying conditions that provide developer incentive and encourage land transactions in support of DETOD renewal goals.

Financial Support

Various forms of public assistance may be available, as needed, to support development feasibility, infrastructure development, economic development, and land assembly. The ultimate mix of available financing mechanisms will be determined in the implementation process, based on final technical analyses of costs, benefits, and burdens, and on deliberations involving City staff, property owners, developers, elected officials, bond counsel, underwriters, finance experts, and others.

The financing tools and their applicability to the DETOD renewal area fall into four distinct categories, which are listed below and discussed further in **Appendix 9**.

1. Area-Specific Fees, Dedications, and Exactions
2. Assessment and Special Tax-Secured Financing
3. Citywide Sources
4. Federal and State Funding

To develop, adopt, and implement the funding mechanisms for the DETOD renewal area, the City of Oxnard will need to complete a number of actions, based on a refined assessment of the conceptual plan. These actions fall under four categories of activity, with accompanying sub-tasks. Although they are presented in a sequential order, in all likelihood the individual actions will need to be undertaken concurrently.

1. Refine land and development plan
 - a. Refine land use and facility improvement assumptions
 - b. Formulate and refine cost estimates
 - c. Establish infrastructure phasing based upon development priorities
2. Obtain views and concerns from key stakeholders
 - d. Determine intentions and level of participation of DETOD area landowners and potential developers
 - e. Select and approve the preferred financing strategy
 - f. Consider and assemble financing mechanisms
3. Adopt preferred phasing and financing strategy

4. Establish the funding mechanisms as defined in the financing strategy, based on the implementation requirements of each.

APPENDIX 1: LAND USE PROTOTYPES

Appendix 1 Land Use Prototypes

Item	Residential Rental*	Retail	Mixed Use	Industrial
	Four-Story Walk-Up Apartments Over Tuck Parking	Inline Retail	Three-Story Walk-Up Apartments Over Retail and Tuck Parking	Warehouse/ Distribution/ Flex
Description (height, construction type, parking options)	Four-story wood frame construction; tuck and surface parking	One-story wood frame construction; surface parking	Three-story wood frame construction; tuck and surface parking; over retail	1 story; class D or S construction; surface parking
Residential Size (Sqft/per unit)	820	na	850	na
DU/acre	29	na	21	na
FAR	0.64	0.45	0.55	0.45
Equivalent Retail Sqft/acre		19,600	3,000	19,600
Parking Ratio (per unit) ⁽¹⁾	1.6	na	1.6	na
Parking Ratio (per 1,000 Sqft office/retail/ind.)	na	3.3	4.0	1.0
Covered Parking (% of total)	42%	0%	38%	0%
Surface Parking (% of total)	58%	100%	62%	100%
Revenue Inputs				
Rent Type	NA	FS	NA / NNN	NNN
Value (per unit)	na	na	na	na
Annual Res Rent (per Sqft)	\$21.00		\$21.00	
Annual Non-Res Rent (per Sqft)		\$23.00	\$23.00	\$11.00
Operating Expenses	30.0%	20.0%	25.0%	10.0%
Cap Rate at Stabilization ⁽²⁾	5.0%	7.0%	6.0%	6.0%
Cost Inputs				
Building Construction (per gross Sqft) ⁽³⁾	\$110	\$110	\$125	\$90
Tenant Improvements (per gross Sqft)	na	\$20	\$20	\$0
Development Impact Fees (per gross Sqft)				
Sewer	\$4.66	\$0.20	\$2.35	\$0.18
Storm Drain	\$0.52	\$0.83	\$0.35	\$0.75
Traffic	\$3.24	\$4.42	\$3.77	\$2.44
Development Permit Fees	\$2.52	\$3.25	\$3.35	\$2.04
Total	\$10.95	\$8.70	\$9.82	\$5.40
Developer Return	7.0%	8.5%	8.0%	8.0%
Key Outputs				
Residual Land Value (per unit/per bldg. sq.ft.)	\$61,762	\$18	\$8	\$7
Residual Land Value as % of Building Value	27.2%	8.3%	3.9%	4.9%
Fees as % of Development Value	4.6%	4.1%	5.0%	3.8%
Development Cost (per unit/per sq.ft.)	\$158,723	\$191	\$189	\$133

(1) Calculated as 1 space per bedroom

(2) Based on CBRE Cap Rate Survey, 2H2011

(3) Source: RS Means 2012, adjusted for Oxnard cost premium, between median and 3/4 costs

Sources: Economic & Planning Systems, RS Means, CBRE

APPENDIX 2: RESIDENTIAL PROFORMA

Appendix 2a
Four-Story Walk-Up Apartments Over Tuck Parking
Maximum Land Assembly Scenario

Item	Assumption	Per Unit	Total	Phase I	Phase II	Phase III
DEVELOPMENT PROGRAM						
Units			613	72	74	467
Net Area	820 sq.ft. per unit		502,667	59,040	60,326	383,301
Efficiency Ratio	85%					
Gross Area			591,373	69,459	70,971	450,943
Land Area			920,551	107,919	110,504	702,128
FAR			0.64	0.64	0.64	0.64
Parking Ratio (spaces per unit)	1.6		981	115	118	748
Surface Spaces	58%		569	67	68	434
REVENUE ASSUMPTIONS						
Gross Revenue	\$21.00 /net sq. ft./year	\$17,220	\$10,556,001	\$1,239,840	\$1,266,836	\$8,049,325
(less) Operating Expenses	30%	(\$5,166)	(\$3,166,800)	(\$371,952)	(\$380,051)	(\$2,414,797)
(less) Vacancy Rate	4.0%	(\$689)	(\$422,240)	(\$49,594)	(\$50,673)	(\$321,973)
Subtotal, Annual Net Operating Income		\$11,365	\$6,966,961	\$818,294	\$836,112	\$5,312,554
Capitalized Value	5.0% cap rate	\$227,304	\$139,339,212	\$16,365,888	\$16,722,239	\$106,251,085
(less) Cost of Sale	3.0%	(\$6,819)	(\$4,180,176)	(\$490,977)	(\$501,667)	(\$3,187,533)
Total Revenue		\$220,485	\$135,159,035	\$15,874,911	\$16,220,572	\$103,063,553
DEVELOPMENT COSTS						
Direct Costs						
Building Construction Cost	\$110 /GLA sq. ft.	\$106,118	\$65,050,986	\$7,640,471	\$7,806,834	\$49,603,681
Surface Parking	\$1,000 /space		\$568,872	\$66,816	\$68,271	\$433,785
Structured Parking	Allocated private portion		\$0	\$0	\$0	\$0
Site Improvement (Demo, grading)	\$1.50 /Land Area sq. ft.	\$2,253	\$1,380,826	\$161,879	\$165,756	\$1,053,192
Total Direct Costs		\$109,298	\$67,000,683	\$7,869,165	\$8,040,861	\$51,090,658
Indirect Costs						
Development Impact Fees (per gross Sqft)						
Sewer	\$4.66 per gross Sqft	\$4,497.12	\$2,756,770	\$323,792	\$330,843	\$2,102,135
Storm Drain	\$0.52 per gross Sqft	\$504.60	\$309,323	\$36,331	\$37,122	\$235,870
Traffic	\$3.24 per gross Sqft	\$3,126.12	\$1,916,336	\$225,080	\$229,981	\$1,461,274
Development Permit Fees	\$2.52 per gross Sqft	\$2,431.44	\$1,490,492	\$175,064	\$178,875	\$1,136,553
Other Indirect Costs (1)	20.0% of direct costs	\$21,860	\$13,400,137	\$1,573,833	\$1,608,172	\$10,218,132
Total Indirect Costs	29.7% of direct costs	\$32,419	\$19,873,057	\$2,334,101	\$2,384,994	\$15,153,962
Subtotal, Direct and Indirect Costs		\$141,717	\$86,873,740	\$10,203,266	\$10,425,854	\$66,244,620
Contingency (% of direct and indirect costs)	5.0% of direct and indirect costs	\$7,086	\$4,343,687	\$510,163	\$521,293	\$3,312,231
Developer Return (% of direct and indirect costs)	7.0% of direct and indirect costs	\$10,28	\$6,081,162	\$714,229	\$729,810	\$4,637,123
Total Costs		\$158,723	\$97,298,589	\$11,427,658	\$11,676,957	\$74,193,974
RESIDUAL LAND VALUE		\$61,761.73	\$37,860,446	\$4,447,254	\$4,543,615	\$28,869,578

(1) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

DETOD Development Feasibility and Funding Options
Final Report, August 3, 2012

Appendix 2b
Four-Story Walk-Up Apartments Over Tuck Parking
Minimum Land Assembly Scenario

Item	Assumption	Per Unit	Total	Phase I	Phase II	Phase III
DEVELOPMENT PROGRAM						
Units			142	72	38	32
Net Area	820 sq.ft. per unit		116,227	59,040	30,854	26,333
Efficiency Ratio	85%					
Gross Area			136,738	69,459	36,299	30,980
Land Area			212,674	107,919	56,518	48,236
FAR		0.64	0.64	0.64	0.64	0.64
Parking Ratio (spaces per unit)	1.6		227	115	60	51
Surface Spaces	58%		132	67	35	30
REVENUE ASSUMPTIONS						
Gross Revenue	\$21.00 /net sq. ft./year	\$17,220	\$2,440,766	\$1,239,840	\$647,935	\$552,991
(less) Operating Expenses	30%	(\$5,166)	(\$732,230)	(\$371,952)	(\$194,381)	(\$165,897)
(less) Vacancy Rate	4.0%	(\$689)	(\$97,631)	(\$49,594)	(\$25,917)	(\$22,120)
Subtotal, Annual Net Operating Income		\$11,365	\$1,610,906	\$818,294	\$427,637	\$364,974
Capitalized Value	5.0% cap rate	\$227,304	\$32,218,116	\$16,365,888	\$8,552,745	\$7,299,483
(less) Cost of Sale	3.0%	(\$6,819)	(\$966,543)	(\$490,977)	(\$256,582)	(\$218,984)
Total Revenue		\$220,485	\$31,251,572	\$15,874,911	\$8,296,163	\$7,080,498
DEVELOPMENT COSTS						
Direct Costs						
Building Construction Cost	\$110 /GLA sq. ft.	\$106,118	\$15,041,137	\$7,640,471	\$3,992,878	\$3,407,788
Surface Parking	\$1,000 /space		\$131,535	\$66,816	\$34,918	\$29,801
Structured Parking	Allocated private portion		\$0	\$0	\$0	\$0
Site Improvement (Demo, grading)	\$1.50 /Land Area sq. ft.	\$2,251	\$319,010	\$161,879	\$84,777	\$72,355
Total Direct Costs		\$109,296	\$15,491,683	\$7,869,165	\$4,112,573	\$3,509,944
Indirect Costs						
Development Impact Fees (per gross Sqft)						
Sewer	\$4.66 per gross Sqft	\$4,497.12	\$637,422	\$323,792	\$169,213	\$144,417
Storm Drain	\$0.52 per gross Sqft	\$504.18	\$71,462	\$36,301	\$18,971	\$16,191
Traffic	\$3.24 per gross Sqft	\$3,126.12	\$443,097	\$225,080	\$117,626	\$100,390
Development Permit Fees	\$2.52 per gross Sqft	\$2,431.39	\$344,626	\$175,060	\$91,486	\$78,080
Other Indirect Costs (1)	20.0% of direct costs	\$21,859	\$3,098,337	\$1,573,833	\$822,515	\$701,989
Total Indirect Costs	29.7% of direct costs	\$32,418	\$4,594,944	\$2,334,067	\$1,219,810	\$1,041,067
Subtotal, Direct and Indirect Costs		\$141,714	\$20,086,626	\$10,203,232	\$5,332,383	\$4,551,011
Contingency (% of direct and indirect costs)	5.0% of direct and indirect costs	\$7,086	\$1,004,331	\$510,162	\$266,619	\$227,551
Developer Return (% of direct and indirect costs)	7.0% of direct and indirect costs	\$10.28	\$1,406,064	\$714,226	\$373,267	\$318,571
Total Costs		\$158,720	\$22,497,022	\$11,427,620	\$5,972,269	\$5,097,133
RESIDUAL LAND VALUE		\$61,764.77	\$8,754,551	\$4,447,291	\$2,323,894	\$1,983,366

(1) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

APPENDIX 3: RETAIL PROFORMA

Appendix 3a
Inline Retail
Maximum Land Assembly Scenario

Item	Assumption	Per Bldg. Sq.Ft.	Total	Phase I	Phase II	Phase III
DEVELOPMENT PROGRAM						
Gross Leasable Area (sq.ft.)			76,975	21,243	15,370	40,362
Efficiency Ratio	90%					
Net Leasable Area (sq.ft.)			69,278	19,119	13,833	36,326
Land Area			171,074	47,211	34,160	89,703
FAR			0.45	0.45	0.45	0.45
Parking Ratio (spaces per 1,000 sq.ft.)	3.3		231	64	46	121
Surface Spaces	100%		231	64	46	121
REVENUE ASSUMPTIONS						
Gross Office Revenue (FS)	\$23.00 /NLA	20.70	1,593,392	439,730	318,163	835,498
(less) Operating Expenses	20%	(4.14)	(318,678)	(87,946)	(63,633)	(167,100)
(less) Commissions	3.0%	(0.62)	(47,802)	(13,192)	(9,545)	(25,065)
(less) Vacancy Rate	5.0%	(1.04)	(79,670)	(21,987)	(15,908)	(41,775)
Annual Net Operating Income		14.90	1,147,242	316,606	229,078	601,559
Capitalized Value	7.0% cap rate	\$212.91	\$16,389,170	\$4,522,938	\$3,272,537	\$8,593,696
(less) Cost of Sale	2.0%	(\$4.26)	(\$327,783)	(\$90,459)	(\$65,451)	(\$171,874)
Total Revenue			\$209 \$16,061,387	\$4,432,479	\$3,207,086	\$8,421,822
DEVELOPMENT COSTS						
Direct Costs						
Building Construction Cost	\$110 /GLA sq. ft.	\$110.00	\$8,467,298	\$2,336,730	\$1,690,723	\$4,439,845
Surface Parking	\$1,000 /space	\$3.00	\$230,926	\$63,729	\$46,111	\$121,087
Site Improvement (Demo, grading)	\$1.50 /Land Area sq. ft.	\$3.33	\$256,610	\$70,817	\$51,239	\$134,555
Total Direct Costs		\$116.33	\$8,954,835	\$2,471,276	\$1,788,073	\$4,695,487
Indirect Costs						
Tenant Improvements	\$20.00 /GLA sq. ft.	\$20.00	\$1,539,509	\$424,860	\$307,404	\$807,245
Development Impact Fees (per gross Sqft)						
Sewer	\$0.20 per gross Sqft	\$0.20	\$15,273	\$4,215	\$3,050	\$8,008
Storm Drain	\$0.83 per gross Sqft	\$0.83	\$63,871	\$17,627	\$12,754	\$33,491
Traffic	\$4.42 per gross Sqft	\$4.42	\$340,496	\$93,967	\$67,989	\$178,540
Development Impact Fees (per gross Sqft)	\$3.25 per gross Sqft	\$3.25	\$250,277	\$69,069	\$49,975	\$131,233
Other Indirect Costs (1)	20.0% of direct costs	\$23.27	\$1,790,967	\$494,255	\$357,615	\$939,097
Total Indirect Costs	44.7% of direct costs	\$51.97	\$4,000,393	\$1,103,993	\$798,786	\$2,097,615
Subtotal, Direct and Indirect Costs			\$168 \$12,955,228	\$3,575,269	\$2,586,858	\$6,793,101
Contingency (% of direct and indirect costs)	5.0% of direct and indirect costs	\$8.42	\$647,761	\$178,763	\$129,343	\$339,655
Developer Return (% of direct and indirect costs)	8.5% of direct and indirect costs	\$14.31	\$1,101,194	\$303,898	\$219,883	\$577,414
Total Costs			\$191 \$14,704,184	\$4,057,930	\$2,936,084	\$7,710,170
RESIDUAL LAND VALUE			\$18 \$1,357,203	\$374,550	\$271,002	\$711,652

(1) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

DETOD Development Feasibility and Funding Options
Final Report, August 3, 2012

Appendix 3b
Inline Retail
Minimum Land Assembly Scenario

Item	Assumption	Per Bldg. Sq.Ft.	Total	Phase I	Phase II	Phase III
DEVELOPMENT PROGRAM						
Gross Leasable Area (sq.ft.)			33,323	6,856	6,111	20,356
Efficiency Ratio	90%					
Net Leasable Area (sq.ft.)			29,991	6,170	5,500	18,321
Land Area			74,058	15,236	13,581	45,241
FAR			0.45	0.45	0.45	0.45
Parking Ratio (spaces per 1,000 sq.ft.)	3.3		100	21	18	61
Surface Spaces	100%		100	21	18	61
REVENUE ASSUMPTIONS						
Gross Office Revenue (FS)	\$23.00 /NLA	20.70	689,792	141,919	126,494	421,379
(less) Operating Expenses	20%	(4.14)	(137,958)	(28,384)	(25,299)	(84,276)
(less) Commissions	3.0%	(0.62)	(20,694)	(4,258)	(3,795)	(12,641)
(less) Vacancy Rate	5.0%	(1.04)	(34,490)	(7,096)	(6,325)	(21,069)
Annual Net Operating Income		14.90	496,650	102,182	91,076	303,393
Capitalized Value	7.0% cap rate	\$212.91	\$7,095,004	\$1,459,740	\$1,301,082	\$4,334,182
(less) Cost of Sale	2.0%	(\$4.26)	(\$141,900)	(\$29,195)	(\$26,022)	(\$86,684)
Total Revenue			\$209	\$6,953,104	\$1,275,061	\$4,247,498
DEVELOPMENT COSTS						
Direct Costs						
Building Construction Cost	\$110 /GLA sq. ft.	\$110.00	\$3,665,562	\$754,160	\$672,191	\$2,239,211
Surface Parking	\$1,000 /space	\$3.00	\$99,970	\$20,568	\$18,332	\$61,069
Site Improvement (Demo, grading)	\$1.50 /Land Area sq. ft.	\$3.33	\$111,087	\$22,854	\$20,372	\$67,862
Total Direct Costs		\$116.33	\$3,876,619	\$797,582	\$710,895	\$2,368,142
Indirect Costs						
Tenant Improvements	\$20.00 /GLA sq. ft.	\$20.00	\$666,466	\$137,120	\$122,217	\$407,129
Development Impact Fees (per gross Sqft)						
Sewer	\$0.20 per gross Sqft	\$0.20	\$6,612	\$1,360	\$1,212	\$4,039
Storm Drain	\$0.83 per gross Sqft	\$0.83	\$27,650	\$5,689	\$5,070	\$16,891
Traffic	\$4.42 per gross Sqft	\$4.42	\$147,404	\$30,327	\$27,031	\$90,046
Development Impact Fees (per gross Sqft)	\$3.25 per gross Sqft	\$3.25	\$108,347	\$22,292	\$19,869	\$66,187
Other Indirect Costs (1)	20.0% of direct costs	\$23.27	\$775,324	\$159,516	\$142,179	\$473,628
Total Indirect Costs	44.7% of direct costs	\$51.97	\$1,731,802	\$356,304	\$317,578	\$1,057,920
Subtotal, Direct and Indirect Costs			\$168	\$5,608,421	\$1,153,886	\$3,426,062
Contingency (% of direct and indirect costs)	5.0% of direct and indirect costs	\$8.42	\$280,421	\$57,694	\$51,424	\$171,303
Developer Return (% of direct and indirect costs)	8.5% of direct and indirect costs	\$14.31	\$476,716	\$98,080	\$87,420	\$291,215
Total Costs			\$191	\$6,365,558	\$1,309,661	\$3,888,580
RESIDUAL LAND VALUE						
		\$18	\$587,547	\$120,885	\$107,744	\$358,918

(1) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

APPENDIX 4: MIXED-USE PROFORMA

DETOD Development Feasibility and Funding Options
Final Report, August 3, 2012

Appendix 4a
Three-Story Walk-Up Apartments Over Retail and Truck Parking
Maximum Land Assembly Scenario

Item	Assumption	Per Bldg. Sq.Ft.	Total	Phase I	Phase II	Phase III
DEVELOPMENT PROGRAM						
<u>Residential</u>						
Units			109	0	36	73
Net Area	850 sq.ft. per unit		92,962	0	30,631	62,331
Efficiency Ratio	85%					
Gross Area			109,367	0	36,037	73,331
Parking Ratio (spaces per unit)	1.6					
<u>Retail</u>						
Gross Leasable Area (sq.ft.)			15,624	0	5,148	10,476
Efficiency Ratio	95%					
Net Leasable Area (sq.ft.)			14,843	0	4,891	9,952
Parking Ratio (spaces per 1,000 sq.ft.)	4.0					
Land Area			226,859	0	74,750	152,109
FAR			0.55	#DIV/0!	0.55	0.55
Total Sq.Ft.			124,991	0	41,185	83,807
Total Spaces			237	0	78	159
Surface Spaces	62%		147	0	49	99
REVENUE ASSUMPTIONS						
<u>Residential</u>						
Gross Revenue	\$21.00 /net sq. ft./year	\$17.85	\$1,952,210	\$0	\$643,255	\$1,308,955
(less) operating expenses	25.0%	(\$4.46)	(\$488,052)	\$0	(\$160,814)	(\$327,239)
(less) vacancy rate	4.0%	(\$0.71)	(\$78,088)	\$0	(\$25,730)	(\$52,358)
Residential Revenue		\$13	\$1,386,069	\$0	\$456,711	\$929,358
Capitalized Value	7.0% cap rate		\$19,800,982	\$0	\$6,524,443	\$13,276,539
(less) Cost of Sale	2.0%		(\$396,020)	\$0	(\$130,489)	(\$265,531)
Capitalized Residential Value			\$19,404,962	\$0	\$6,393,955	\$13,011,008
<u>Retail</u>						
Gross Revenue (NNN)	\$23.00 /NLA sq. ft.	\$23.00	\$341,383	\$0	\$112,486	\$228,897
(less) Commissions	3.0%	(\$0.69)	(\$10,241)	\$0	(\$3,375)	(\$6,867)
(less) Vacancy Rate	5.0%	(\$1.15)	(\$17,069)	\$0	(\$5,624)	(\$11,445)
Retail Revenue		\$21	\$314,072	\$0	\$103,487	\$210,585
Capitalized Value	6.0% cap rate		\$335.03	\$0	\$1,724,785	\$3,509,751
(less) Cost of Sale	2.0%		(\$6.70)	\$0	(\$34,496)	(\$70,195)
Capitalized Retail Value			\$328	\$0	\$1,690,289	\$3,439,556
Total Capitalized Value			\$196	\$0	\$8,084,244	\$16,450,564
DEVELOPMENT COSTS						
Direct Costs						
Building Construction Cost	\$125 /GLA sq. ft.	\$125.00	\$15,623,926	\$0	\$5,148,099	\$10,475,826
Surface Parking	\$1,000 /space	\$1.18	\$147,240	\$0	\$48,516	\$98,724
Site Improvement (Demo, grading)	\$1.50 /Land Area sq. ft.	\$2.72	\$340,289	\$0	\$112,126	\$228,164
Total Direct Costs		\$128.90	\$16,111,455	\$0	\$5,308,740	\$10,802,714
Indirect Costs						
<u>Residential</u>						
Development Impact Fees (per gross Sqft)						
Sewer	\$2.35 per gross Sqft	\$2.35	\$256,868	\$0	\$84,638	\$172,230
Storm Drain	\$0.35 per gross Sqft	\$0.35	\$38,389	\$0	\$12,649	\$25,740
Traffic	\$3.77 per gross Sqft	\$3.77	\$412,328	\$0	\$135,862	\$276,465
Development Impact Fees (per gross Sqft)	\$3.35 per gross Sqft	\$3.35	\$366,566	\$0	\$120,784	\$245,782
Subtotal		\$9.82	\$1,074,151	\$0	\$353,934	\$720,217
<u>Retail</u>						
Tenant Improvements	\$20 /GLA sq. ft.	\$20.00	\$312,479	\$0	\$102,962	\$209,517
Development Impact Fees (per gross Sqft)						
Sewer	\$2.35 /GLA sq. ft.	\$2.35	\$36,695	\$0	\$12,091	\$24,604
Storm Drain	\$0.35 /GLA sq. ft.	\$0.35	\$5,484	\$0	\$1,807	\$3,677
Traffic	\$3.77 /GLA sq. ft.	\$3.77	\$58,904	\$0	\$19,409	\$39,495
Development Impact Fees (per gross Sqft)	\$3.35 /GLA sq. ft.	\$3.35	\$52,367	\$0	\$17,255	\$35,112
Subtotal		\$4.29	\$465,929	\$0	\$153,524	\$312,405
Other Indirect Costs (2)	20.0% of direct costs	\$25.78	\$3,222,291	\$0	\$1,061,748	\$2,160,543
Total Indirect Costs	29.6% of direct costs	\$38.10	\$4,762,370	\$0	\$1,569,206	\$3,193,164
Subtotal, Direct and Indirect Costs			\$167.00	\$0	\$6,877,946	\$13,995,879
Contingency (% of direct and indirect costs)	5.0% of direct and indirect costs	\$8.35	\$1,043,691	\$0	\$343,897	\$699,794
Developer Return (% of direct and indirect costs)	8.0% of direct and indirect costs	\$13.36	\$1,669,906	\$0	\$550,236	\$1,119,670
Total Costs			\$189	\$0	\$7,772,079	\$15,815,343
RESIDUAL LAND VALUE			\$7.58	\$0	\$312,165	\$635,221

(1) Only applies to residential parking; retail is assumed to be surface parked with parking cost covered under site improvements.

(2) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

Appendix 4b
Three-Story Walk-Up Apartments Over Retail and Truck Parking
Minimum Land Assembly Scenario

Item	Assumption	Per Bldg. Sq.Ft.	Total	Phase I	Phase II	Phase III
DEVELOPMENT PROGRAM						
<u>Residential</u>						
Units			92	0	20	72
Net Area	850 sq.ft. per unit		77,804	0	16,764	61,040
Efficiency Ratio	85%					
Gross Area			91,534	0	19,722	71,812
Parking Ratio (spaces per unit)	1.6					
<u>Retail</u>						
Gross Leasable Area (sq.ft.)			13,076	0	2,817	10,259
Efficiency Ratio	95%					
Net Leasable Area (sq.ft.)			12,422	0	2,677	9,746
Parking Ratio (spaces per 1,000 sq.ft.)	4.0					
Land Area			189,868	0	40,909	148,959
FAR			0.55	#DIV/0!	0.55	0.55
Total Sq.Ft.			104,610	0	22,539	82,071
Total Spaces			199	0	43	156
Surface Spaces	62%		123	0	27	97
REVENUE ASSUMPTIONS						
<u>Residential</u>						
Gross Revenue	\$21.00 /net sq. ft./year	\$17.85	\$1,633,881	\$0	\$352,034	\$1,281,848
(less) operating expenses	25.0%	(\$4.46)	(\$408,470)	\$0	(\$88,008)	(\$320,462)
(less) vacancy rate	4.0%	(\$0.71)	(\$65,355)	\$0	(\$14,081)	(\$51,274)
Residential Revenue		\$13	\$1,160,056	\$0	\$249,944	\$910,112
Capitalized Value	7.0% cap rate		\$16,572,225	\$0	\$3,570,628	\$13,001,597
(less) Cost of Sale	2.0%		(\$331,444)	\$0	(\$71,413)	(\$260,032)
Capitalized Residential Value			\$16,240,780	\$0	\$3,499,215	\$12,741,565
<u>Retail</u>						
Gross Revenue (NNN)	\$23.00 /NLA sq. ft.	\$23.00	\$285,717	\$0	\$61,560	\$224,157
(less) Commissions	3.0%	(\$0.69)	(\$8,572)	\$0	(\$1,847)	(\$6,725)
(less) Vacancy Rate	5.0%	(\$1.15)	(\$14,286)	\$0	(\$3,078)	(\$11,208)
Retail Revenue		\$21	\$262,859	\$0	\$56,635	\$206,224
Capitalized Value	6.0% cap rate		\$335.03	\$0	\$943,922	\$3,437,068
(less) Cost of Sale	2.0%		(\$6.70)	\$0	(\$18,878)	(\$68,741)
Capitalized Retail Value		\$328	\$4,293,370	\$0	\$925,043	\$3,368,327
Total Capitalized Value		\$196	\$20,534,150	\$0	\$4,424,259	\$16,109,892
DEVELOPMENT COSTS						
<u>Direct Costs</u>						
Building Construction Cost	\$125 /GLA sq. ft.	\$125.00	\$13,076,281	\$0	\$2,817,397	\$10,258,884
Surface Parking	\$1,000 /space	\$1.18	\$123,231	\$0	\$26,551	\$96,680
Site Improvement (Demo, grading)	\$1.50 /Land Area sq. ft.	\$2.72	\$284,801	\$0	\$61,363	\$223,439
Total Direct Costs		\$128.90	\$13,484,313	\$0	\$2,905,311	\$10,579,003
<u>Indirect Costs</u>						
<u>Residential</u>						
Development Impact Fees (per gross Sqft)						
Sewer	\$2.35 per gross Sqft	\$2.35	\$214,983	\$0	\$46,320	\$168,663
Storm Drain	\$0.35 per gross Sqft	\$0.35	\$32,129	\$0	\$6,922	\$25,207
Traffic	\$3.77 per gross Sqft	\$3.77	\$345,093	\$0	\$74,353	\$270,740
Development Impact Fees (per gross Sqft)	\$3.35 per gross Sqft	\$3.35	\$306,794	\$0	\$66,101	\$240,692
Subtotal		\$9.82	\$898,999	\$0	\$193,697	\$705,302
<u>Retail</u>						
Tenant Improvements	\$20 /GLA sq. ft.	\$20.00	\$261,526	\$0	\$56,348	\$205,178
Development Impact Fees (per gross Sqft)						
Sewer	\$2.35 /GLA sq. ft.	\$2.35	\$30,712	\$0	\$6,617	\$24,095
Storm Drain	\$0.35 /GLA sq. ft.	\$0.35	\$4,590	\$0	\$989	\$3,601
Traffic	\$3.77 /GLA sq. ft.	\$3.77	\$49,299	\$0	\$10,622	\$38,677
Development Impact Fees (per gross Sqft)	\$3.35 /GLA sq. ft.	\$3.35	\$43,828	\$0	\$9,443	\$34,385
Subtotal		\$4.29	\$389,954	\$0	\$84,019	\$305,935
Other Indirect Costs (2)	20.0% of direct costs	\$25.78	\$2,696,863	\$0	\$581,062	\$2,115,801
Total Indirect Costs	29.6% of direct costs	\$38.10	\$3,985,816	\$0	\$858,778	\$3,127,038
Subtotal, Direct and Indirect Costs		\$167.00	\$17,470,129	\$0	\$3,764,089	\$13,706,040
Contingency (% of direct and indirect costs)	5.0% of direct and indirect costs	\$8.35	\$873,506	\$0	\$188,204	\$685,302
Developer Return (% of direct and indirect costs)	8.0% of direct and indirect costs	\$13.36	\$1,397,610	\$0	\$301,127	\$1,096,483
Total Costs		\$189	\$19,741,246	\$0	\$4,253,420	\$15,487,825
RESIDUAL LAND VALUE			\$7.58	\$0	\$170,838	\$622,066

(1) Only applies to residential parking; retail is assumed to be surface parked with parking cost covered under site improvements.

(2) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

DETOD Development Feasibility and Funding Options
Final Report, August 3, 2012

Appendix 5a

Warehouse/ Distribution/ Flex
Maximum Land Assembly Scenario

Item	Assumption	Per Bldg. Sq.Ft.	Total	Phase I	Phase II	Phase III
DEVELOPMENT PROGRAM ASSUMPTIONS						
Gross Building Area (sq.ft.)			145,486	0	145,486	0
Efficiency Ratio	95%					
Net Building Area (sq.ft.)			138,212	0	138,212	0
Land Area			323,336	0	323,336	0
FAR		0.45		na	0.45	na
Parking Ratio (spaces per 1,000 sq.ft.)	1.0		138	-	138	-
Surface Spaces	100%		138	-	138	-
REVENUE ASSUMPTIONS						
Gross Revenue (NNN)	\$11.00 /NLA	\$10.45	\$1,520,331	\$0	\$1,520,331	\$0
(less) Operating Expenses	10%	(\$1.05)	(\$152,033)	\$0	(\$152,033)	\$0
(less) Commissions	3%	(\$0.31)	(\$45,610)	\$0	(\$45,610)	\$0
(less) Vacancy Rate	5%	(\$0.52)	(\$76,017)	\$0	(\$76,017)	\$0
Subtotal		\$8.57	\$1,246,672	\$0	\$1,246,672	\$0
Capitalized Value	6.0% cap rate	\$142.82	\$20,777,863	\$0	\$20,777,863	\$0
(less) Cost of Sale	2.0%	(\$2.86)	(\$415,557)	\$0	(\$415,557)	\$0
Total Revenue		\$140	20,362,306	0	20,362,306	0
COST ASSUMPTIONS						
Direct Costs						
Building Construction Cost	\$90 /GLA sq. ft.	\$90.00	\$13,093,764	\$0	\$13,093,764	\$0
Surface Parking	\$1,000 /space		\$138,212	\$0	\$138,212	\$0
Site Improvement (Demo, grading)	\$1.50 /Land Area sq.	\$3.33	\$485,004	\$0	\$485,004	\$0
Total Direct Costs		\$94.28	\$13,716,979	\$0	\$13,716,979	\$0
Indirect Costs						
Tenant Improvements	\$0.00 /GLA sq. ft.	\$0.00	\$0	\$0	\$0	\$0
Development Impact Fees (per gross Sqft)						
Sewer	\$0.18 per gross Sqft	\$0.18	\$25,980	\$0	\$25,980	\$0
Storm Drain	\$0.75 per gross Sqft	\$0.75	\$108,647	\$0	\$108,647	\$0
Traffic	\$2.44 per gross Sqft	\$2.44	\$354,771	\$0	\$354,771	\$0
Development Impact Fees (per gross Sqft)	\$2.04 per gross Sqft	\$2.04	\$296,376	\$0	\$296,376	\$0
Other Indirect Costs (1)	20% of direct costs	\$18.00	\$2,618,753	\$0	\$2,618,753	\$0
Total Indirect Costs	25% of direct costs	\$23.40	\$3,404,527	\$0	\$3,404,527	\$0
Subtotal, Direct and Indirect Costs		\$118	\$17,121,506	\$0	\$17,121,506	\$0
Contingency (% of direct and indirect costs)	5%	\$5.88	\$856,075	\$0	\$856,075	\$0
Developer Return (% of direct and indirect costs)	8%	\$9.41	\$1,369,721	\$0	\$1,369,721	\$0
Total Costs		\$133	\$19,347,302	\$0	\$19,347,302	\$0
RESIDUAL LAND VALUE		\$7	\$1,015,004	\$0	\$1,015,004	\$0

(1) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

APPENDIX 5: WAREHOUSE/DISTRIBUTION PROFORMA

Appendix 5b
Warehouse/ Distribution/ Flex
Minimum Land Assembly Scenario

Item	Assumption	Per Bldg. Sq.Ft.	Total	Phase I	Phase II	Phase III
DEVELOPMENT PROGRAM ASSUMPTIONS						
Gross Building Area (sq.ft.)			88,564	0	88,564	0
Efficiency Ratio	95%					
Net Building Area (sq.ft.)			84,136	0	84,136	0
Land Area			196,829	0	196,829	0
FAR			0.45	na	0.45	na
Parking Ratio (spaces per 1,000 sq.ft.)	1.0		84	-	84	-
Surface Spaces	100%		84	-	84	-
REVENUE ASSUMPTIONS						
Gross Revenue (NNN)	\$11.00 /NLA	\$10.45	\$925,494	\$0	\$925,494	\$0
(less) Operating Expenses	10%	(\$1.05)	(\$92,549)	\$0	(\$92,549)	\$0
(less) Commissions	3%	(\$0.31)	(\$27,765)	\$0	(\$27,765)	\$0
(less) Vacancy Rate	5%	(\$0.52)	(\$46,275)	\$0	(\$46,275)	\$0
Subtotal		\$8.57	\$758,905	\$0	\$758,905	\$0
Capitalized Value	6.0% cap rate	\$142.82	\$12,648,424	\$0	\$12,648,424	\$0
(less) Cost of Sale	2.0%	(\$2.86)	(\$252,968)	\$0	(\$252,968)	\$0
Total Revenue		\$140	12,395,455	0	12,395,455	0
COST ASSUMPTIONS						
Direct Costs						
Building Construction Cost	\$90 /GLA sq. ft.	\$90.00	\$7,970,765	\$0	\$7,970,765	\$0
Surface Parking	\$1,000 /space		\$84,136	\$0	\$84,136	\$0
Site Improvement (Demo, grading)	\$1.50 /Land Area sq.	\$3.33	\$295,244	\$0	\$295,244	\$0
Total Direct Costs		\$94.28	\$8,350,145	\$0	\$8,350,145	\$0
Indirect Costs						
Tenant Improvements	\$0.00 /GLA sq. ft.	\$0.00	\$0	\$0	\$0	\$0
Development Impact Fees (per gross Sqft)						
Sewer	\$0.18 per gross Sqft	\$0.18	\$15,815	\$0	\$15,815	\$0
Storm Drain	\$0.75 per gross Sqft	\$0.75	\$66,138	\$0	\$66,138	\$0
Traffic	\$2.44 per gross Sqft	\$2.44	\$215,965	\$0	\$215,965	\$0
Development Impact Fees (per gross Sqft)	\$2.04 per gross Sqft	\$2.04	\$180,418	\$0	\$180,418	\$0
Other Indirect Costs (1)	20% of direct costs	\$18.00	\$1,594,153	\$0	\$1,594,153	\$0
Total Indirect Costs	25% of direct costs	\$23.40	\$2,072,489	\$0	\$2,072,489	\$0
Subtotal, Direct and Indirect Costs		\$118	\$10,422,634	\$0	\$10,422,634	\$0
Contingency (% of direct and indirect costs)	5%	\$5.88	\$521,132	\$0	\$521,132	\$0
Developer Return (% of direct and indirect costs)	8%	\$9.41	\$833,811	\$0	\$833,811	\$0
Total Costs		\$133	\$11,777,576	\$0	\$11,777,576	\$0
RESIDUAL LAND VALUE		\$7	\$617,879	\$0	\$617,879	\$0

(1) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

APPENDIX 6: LAND ACQUISITION

The real estate market in the DETOD area is relatively static, and there are few land sale comps available.

Valuation of Existing Retail, Industrial, Auto Repair Parcels, and Raw Land

To value the existing retail, industrial, and auto repair uses, critical assumptions for existing rents and capitalization rates are used. The DETOD area does not currently have favorable location characteristics for residential or retail uses compared with Downtown Oxnard, River Park, along highway 101, and elsewhere in the City. Consequently, rents lag those found elsewhere and are assumed here to be roughly 50% of the rents for new construction.

Likewise, the tenants are less reliable and less credit-worthy than those in the higher-rent precincts. This is reflected in assumed capitalization rates that are 300 and 400 basis points higher than those commanded by new construction.

What few comps exist indicate a raw land value of roughly \$12 per square foot.

Valuation of the Royal Palms Estates Mobile Home Community

Mobile Home Community buy-out valuation is a special case. California law provides mobile home park residents with strong protection from actual or constructive eviction. Would-be buyers must file a Closure Impact Report that lays out a plan for the acquiring party to both purchase residents' assets and to provide rich relocation benefits. Furthermore, the acquiring party must replace every lost unit with a new unit of affordable housing.

Consequently, the cost of acquiring and replacing a mobile home park includes the land value, tenant relocation costs, tenant asset buy-out costs, and the revenue lost from replacing market-rate with affordable housing. Key assumptions for this estimation were modeled on the relocation package offered to residents of the Oxnard Wagon Wheel Mobile Home Park in 2007.

Appendix 6
Land Acquisition Costs

	Buy-Out Cost Assumptions				
	Existing Retail/Hotel	Existing Light Industrial./ Warehouse	Existing Auto Repair	Mobile Home Community	Existing Parking or Vacant Lot
LAND VALUE					
Avg. Lease Rate/Sqft/Month (1)	\$1.00	\$0.50	\$0.50	\$0.15	
Gross Potential Income/Year	\$12.00	\$6.00	\$6.00	\$1.86	
less Vacancy Losses	5%	5%	5%	5%	
less Operating Expenses (% of GPI)	20%	20%	20%	40%	
less Capital Reserves (% of GPI)	3%	3%	3%	3%	
Annual Net Operating Income ⁽¹⁾	\$8.64	\$4.32	\$4.32	\$0.97	
Capitalization Rate ⁽²⁾	11.0%	9.0%	11.0%	8.0%	
Building Value/Sqft	\$78.55	\$48.00	\$39.27		
Land Value/Sqft				\$12.09	\$12.00
MOBILE PARK TENANT RELOCATION/REPLACEMENT HOUSING COSTS					
Relocation Cost/Tenant (equivalent 1.5 year rent) ⁽³⁾				\$12,510	
Asset Buy-out Cost/Resident ⁽³⁾				\$20,000	
RLV/unit loss of Affordable Replacement Housing vs. Market Rate ⁽⁴⁾				\$91,700	
Land Sqft/Tenant ⁽⁵⁾				4,484	
Relocation Cost/land Sqft				\$27.70	
Net Value/Built Square Foot (rounded)	\$79	\$48	\$39		
Net Value/Land Square Foot (rounded)				\$40	\$12

(1) Per leasable Sqft (mobile home community at per land Sqft, based on equivalent rents at Oxnard Pacific Mobile Estates)

(2) Based on CBRE Cap Rate Survey, 2H2011

(3) Based on relocation benefit package offered to residents of the Oxnard Wagon Wheel Mobile Home Park in 2007

(4) Assuming rents set for Very Low (50%) Income Limits

(5) Based on current count of 155 units occupying 695,046 Sqft

Source: Economic & Planning Systems, Inc.

APPENDIX 7: RESIDUAL LAND VALUE ANALYSIS BY USE

Appendix 7a Residual Land Value Summary by Use Maximum Land Assembly Scenario

	New Uses				
	Four-Story Walk-Up Apartments Over Tuck Parking	Inline Retail	Three-Story Walk-Up Apartments Over Retail and Tuck Parking	Warehouse/ Distribution/ Flex	Total
DEVELOPMENT PROGRAM ASSUMPTIONS					
Gross Land Area	920,551	171,074	226,859	323,336	1,641,819
Net Leasable Area (non-residential Sqft)		69,278	14,843	138,212	222,333
Residential Units	613	na	109	na	722
BUILDING VALUES					
Avg. Lease Rate/Sqft/Month (avg. for MU)	\$1.75	\$1.92	\$1.77	\$0.92	
Gross Potential Income/Year	\$10,556,001	\$1,593,392	\$2,293,592	\$1,520,331	\$15,963,316
(less) Operating Expenses	30%	20%	25% ▲	10%	
(less) Commissions		3%	3% ▲	3%	
(less) Vacancy Rate (blended for MU)	4%	5%	0.0% ▲	5%	
Annual Net Operating Income	\$6,966,961	\$1,147,242 ▲	\$1,700,141	\$1,246,672	\$11,061,015
Capitalization Rate (2)	5.0%	7.0%	6.0% ▲	6.0%	
(less) cost of sale	3.0%	2.0%	2.0%	2.0%	
Total Building Value	\$135,159,035	\$16,061,387 ▲	\$24,534,808	\$20,362,306	\$196,117,536
BUILDING COSTS					
Direct Costs					
Building Construction Cost	\$65,050,986	\$8,467,298	\$15,623,926	\$13,093,764	102,235,973
	\$568,872	\$230,926	\$147,240	\$138,212	1,085,250
Site Improvement Cost (incl./surface parking)	\$1,380,826	\$256,610	\$340,289	\$485,004	2,462,729
Total Direct Costs	\$67,000,683	\$8,954,835	\$16,111,455	\$13,716,979	105,783,952
Indirect Costs	\$19,873,057	\$4,000,393	\$4,762,370	\$3,404,527	32,040,347
Subtotal, Direct and Indirect Costs	\$86,873,740	\$12,955,228	\$20,873,825	\$17,121,506	137,824,299
Contingency (% of direct and indirect costs)	5%	5%	5%	5%	
Developer Return (% of direct and indirect costs)	7%	9%	8%	8%	
Total Costs	\$97,298,589	\$14,704,184	\$23,587,422	\$19,347,302	154,937,497
RESIDUAL LAND VALUE	\$37,860,446	\$1,357,203	\$947,386	\$1,015,004	\$41,180,039
RESIDUAL LAND VALUE/Unit	\$61,762				

Source: Economic & Planning Systems, Inc.

Appendix 7b
Residual Land Value Summary by Use
Minimum Land Assembly Scenario

	New Uses				
	Four-Story Walk-Up Apartments Over Tuck Parking	Inline Retail	Three-Story Walk-Up Apartments Over Retail and Tuck Parking	Warehouse/ Distribution/ Flex	Total
DEVELOPMENT PROGRAM ASSUMPTIONS					
Gross Land Area	212,674	74,058	189,868	196,829	673,429
Net Leasable Area (non-residential Sqft)		29,991	12,422	84,136	126,549
Residential Units	142	na	92	na	233
BUILDING VALUES					
Avg. Lease Rate/Sqft/Month (avg. for MU)	\$1.75	\$1.92	\$1.77	\$0.92	
Gross Potential Income/Year	\$2,440,766	\$689,792	\$1,919,598	\$925,494	\$5,975,651
(less) Operating Expenses	30%	20%	25%	10%	
(less) Commissions		3%	3%	3%	
(less) Vacancy Rate (blended for MU)	4%	5%	0.0%	5%	
Annual Net Operating Income	\$1,610,906	\$496,650	\$1,422,915	\$758,905	\$4,289,377
Capitalization Rate (2)	5.0%	7.0%	6.0%	6.0%	
(less) cost of sale	3.0%	2.0%	2.0%	2.0%	
Total Building Value	\$31,251,572	\$6,953,104	\$20,534,150	\$12,395,455	\$71,134,282
BUILDING COSTS					
Direct Costs					
Building Construction Cost	\$15,041,137	\$3,665,562	\$13,076,281	\$7,970,765	39,753,745
	\$131,535	\$99,970	\$123,231	\$84,136	438,872
Site Improvement Cost (incl./surface parking)	\$319,010	\$111,087	\$284,801	\$295,244	1,010,143
Total Direct Costs	\$15,491,683	\$3,876,619	\$13,484,313	\$8,350,145	41,202,759
Indirect Costs	\$4,594,944	\$1,731,802	\$3,985,816	\$2,072,489	12,385,051
Subtotal, Direct and Indirect Costs	\$20,086,626	\$5,608,421	\$17,470,129	\$10,422,634	53,587,810
Contingency (% of direct and indirect costs)	5%	5%	5%	5%	
Developer Return (% of direct and indirect costs)	7%	9%	8%	8%	
Total Costs	\$22,497,022	\$6,365,558	\$19,741,246	\$11,777,576	60,381,402
RESIDUAL LAND VALUE	\$8,754,551	\$587,547	\$792,905	\$617,879	\$10,752,881
RESIDUAL LAND VALUE/Unit	\$61,765				

Source: Economic & Planning Systems, Inc.

APPENDIX 8: PROFORMA INPUT ASSUMPTIONS

Rents

Multifamily Residential

A review of Oxnard multifamily rents in several recently constructed apartment communities, conducted for the Baseline Analysis in October 2011, showed a range of between \$1.40 and \$1.90 per monthly square foot for a two-bedroom apartment. The Oxnard market has recently shown preference for multi-family housing in suburban and new-urbanist settings. Because the proposed residential development is located Downtown, and because the transit village concept has not been proven in the City, it is not reasonable to expect that new units will command a rent premium over the existing market. For this reason, the residential prototype is valued assuming a rent of \$1.75 per square foot.

Retail

The Baseline survey of retail rents, drawn from a mid-year 2011 CoStar report, showed Oxnard retail rents averaging \$21 per square foot per year and nearly \$23 per square foot per year for shopping centers. Given the exceptionally weak status of retail at the time of the report, it is reasonable to assume that a slight improvement may be possible for the proposed DETOD retail. This is reflected in the assumed retail prototype rent of \$23 per square foot per year on a triple-net basis.

Mixed-Use Residential Over Retail

The mixed use prototype uses a rent assumption consistent with those for the residential and retail prototypes. The resulting blended average rate is \$21.28 per square foot per year on a triple-net basis.

Industrial

Warehouse/distribution/flex rents are drawn from a mid-year 2012 CoStar report, which cites an Oxnard average for Flex/R&D rents of \$10.37 per square foot. Based on this, a conservative \$11 per square foot is assumed for the prototype.

Operating Expenses

It is assumed that retail and industrial leases will be on a triple net basis. Under the terms of the triple net lease, tenants typically pay all expenses associated with their operation in addition to rent, including property taxes, insurance, repairs, maintenance, and utilities. Landlords do incur expenses for property management, accounting, and marketing, to differing degrees for retail and industrial. As a result, retail operating expenses are assumed to be 20% of gross income, and industrial operating expenses are 10%. Both are typical industry figures.

For residential rental, expenses associated with ongoing operation are paid by landlords under the full service lease structure. For residential rental uses, these expenses include property management, administration, maintenance, utilities, insurance, and taxes and are reflected in the "operating expenses" line item in the pro forma. New residential apartment operating costs

typically range between 25 and 35 percent. As a result, operating costs of 30 percent of gross rental income are assumed for residential rental uses.

Cap Rates

A “cap rate” is applied to the net operating income (NOI) to estimate the potential sales value of rent-generating properties. Cap rates have historically ranged between 4 and 10 percent, with residential rental uses and institutional space typically generating lower cap rates (perceived as lower risk), while industrial and manufacturing uses have typically generated higher cap rates, associated with riskier investments. Larger building space that could attract institutional investors typically generates lower cap rates compared to smaller buildings typically purchased by individuals and small investment companies. Cap rates are highly influenced by a wide number of factors and should be considered for individual projects based on site-specific factors. The cap rates utilized in this analysis are based on the CB Richard Ellis Cap Rate survey for the second half of 2011.

Of particular note is the recent cap rate performance of multi-family rental, which is typically considered low-risk. However, in the current market environment, many investors believe it to be the only worthwhile risk. This “flight to quality” has resulted in very low cap rates of 5% for multi-family, with higher rates of 7% for retail, and mixed-use and industrial sitting in between at 6%.

Construction Costs

Building construction costs vary widely based on many factors, such as development location and use, building type and height, and costs of materials and labor. Direct construction costs provided in the feasibility analysis assume prevailing wage and are based on the RS Means 2011 Cost Data, EPS’s experience with comparable projects, and interviews with developers.

In order to calibrate costs to the Oxnard market, the residential, retail, and mixed-use prototypes feature type-5 stick construction, industrial uses tilt-up, and all parking is surface parking.

Development Returns

Return on development investment varies based on a range of factors such as risk, capital and real estate market conditions, building uses, and other trends. Real estate development returns on investment have historically ranged between 8 and 15 percent. Development of residential uses is considered less risky than commercial space. Lower-density development is considered less risky than higher-density development and requires lower returns. Mixed-use development is considered riskier relative to development with no ground-floor retail. This analysis assumes that return requirements on vertical development reflect only building density and construction type rather than any other potential risk factors, such as geographic location within the City.

Vertical development returns on development costs ranging between 7 and 8.5 percent are assumed in this analysis, reflecting a roughly 200 basis-point risk premium over cap rates and the current high level of competition for stable, high-quality income properties.

Other Assumptions Used in Residual Land Value Analysis

Efficiency Ratio

Used for various development types to convert gross square footage to net square footage. An efficiency ratio of 85 percent is assumed for residential uses, 90 percent for retail, and 95 percent for industrial uses.

Vacancy Rate

Reflects typical levels of vacancy upon stabilization. A vacancy rate of 4 percent is assumed for residential rental uses, 5 percent for industrial, and 5 percent for retail.

Cost of Sale

Includes marketing and sales commission and is used to reflect a pro forma cost to distinguish between a capitalized market value and net revenue proceeds. This cost is assumed at 3 percent for all uses.

Site Work Cost

Includes demo, grading, and site improvements; assumed at \$1.50 per square foot for all development types.

Surface Parking Cost

Includes fine grading, paving, and striping; assumed at \$1,000 per space.

Other Indirect Costs

Reflect soft costs in addition to tenant improvements and development impact fees not explicitly stated in the pro forma analysis. These costs typically reflect architecture and engineering, financing, and general and administrative (G&A) and are assumed at 20 percent of direct costs for all development types.

Contingency

Reflects uncertainty associated with potential development cost increase, market changes, and other risk factors. Development contingencies typically range between 5 and 20 percent and decrease with the level of certainty. Given the small-scale nature and short development period of most infill projects evaluated in this analysis, development contingency is assumed at 5 percent of direct and indirect cost for all development types.

APPENDIX 9: FUNDING SOURCES AND MECHANISMS

It is expected that a range of funding sources will be tapped for the DETOD area plan. In addition to typical development-based funding sources, several other sources may be available given the transit-oriented nature of the development. At this point, the funding sources are identified for discussion purposes, to determine if the list is complete (and appropriate) and to guide subsequent analytical efforts. The ultimate mix of financing mechanisms will be determined in the implementation process, based on final technical analyses of costs, benefits, and burdens, and on deliberations involving City staff, property owners, developers, elected officials, bond counsel, underwriters, finance experts, and others.

Regardless of the financing mechanisms selected, any financing approach should seek to align the sources, timing, and scope of financing to the specified uses, as described by the following principles:

- There should be assurances that necessary funding will be available at the time specific infrastructure items are required.
- Financial burdens on development should be kept within industry standards and market constraints.
- The plan should be responsive to expected variations in timing, location, and type of development.
- Infrastructure improvements that serve the City or region should be allocated to funding mechanisms outside the DETOD renewal area. For example, improvements to the OTC should be financed with regional transportation sources.

The financing tools and their applicability to the DETOD fall into four distinct categories, which are listed below and discussed further in the next section.

1. Area-Specific Fees, Dedications, and Exactions
2. Assessment and Special Tax-Secured Financing
3. Citywide Sources
4. Federal and State Funding

Area-Specific Fees, Dedications, and Exactions

Area Development Impact Fees

Area development impact fees may be enacted by a legislative body (i.e., city or county) through adoption of an ordinance. Such fees do not require a public vote to be enacted, but they do require public hearings. Area development impact fees must be directly related to the benefits received. Specifically, State law requires that impact fees be shown to have a “rational nexus”

Table 1
Renewal Area and Land Assembly

	Revitalization Phases			All Phases
	Phase I	Phase II	Phase III	
Renewal Area				
Downtown East Study Area				
Land (ac)				147.2
Vertical Sqft				1,612,762
Area Selected for Renewal				
Land (ac)	6.6	22.6	27.5	56.7
Vertical Sqft	90,238	378,616	333,338	802,192
Renewal Area as % of Study Area				
Land	4%	15%	19%	39%
Vertical Sqft	6%	23%	21%	50%
Land Assembly: Aggressive Scenario				
Selected for Assembly				
Land (ac)	3.6	12.5	21.7	37.7
Vertical Sqft	90,238	183,079	125,710	399,027
Retained As Is				
Land (ac)	3.0	10.2	5.8	19.0
Vertical Sqft	0	195,537	207,628	403,165
Revitalization Area as % of Improvement Area				
Land	54%	55%	79%	66%
Vertical Sqft	100%	48%	38%	50%
Land Assembly: Conservative Scenario				
Selected for Assembly				
Land (ac)	2.8	7.1	5.6	15.5
Vertical Sqft	69,860	106,833	96,388	273,081
Retained As Is				
Land (ac)	3.8	15.6	21.9	41.2
Vertical Sqft	20,378	271,783	236,950	529,111
Revitalization Area as % of Improvement Area				
Land	43%	31%	20%	27%
Vertical Sqft	77%	28%	29%	34%

Source: Economic & Planning Systems, Inc.

or relationship between costs and the impact or demand caused by the new development.² They do not create a lien against property but must be paid in full as a condition of approval. Fees are established so that these properties pay their fair share at the time they are ready to be developed. Benefiting properties may be given the option to finance the fees by entering into an Assessment District (AD) or Mello-Roos Community Facility Districts (CFD) (see description of these financing mechanisms below).

Applicability to the DETOD Renewal Area

A principal use of impact fees is to encumber properties that would not otherwise enter into an AD or CFD. For example, if an area consists of numerous parcels with separate developers it may be difficult to organize an AD or a CFD. There are a large number of landowners in the DETOD area, but it is possible that all or a portion of the area will be sold off to one or more developers at a later date. Further discussions with the current landowners will be required to determine the likelihood of such an outcome.

Another advantage of impact fees is they can be enacted by the City without the approval of current landowners. Thus, the Oxnard City Council could approve an Area Development Impact Fee Ordinance for the DETOD area, which would provide some policy direction early on in the process before resolving outstanding issues regarding the intentions and participation of current landowners. The revenue generated from the impact fees in early phases would be obligated to help finance the bulk of project-wide infrastructure costs that will occur in later phases. It is important to note that the passage of such an ordinance would not preclude future developers from participating in one of the other financing mechanisms discussed below in lieu of paying an impact fee. A major deficiency of impact fees is that they are typically collected over time as development occurs. To the extent that funding is needed "up front" for a particular facility, fee funding is not sufficient. Additionally, programmed or expected development that does not occur when expected, or never occurs, exacerbates the initial problem.

Dedications and Exactions

Under the Subdivision Map Act, developers may be required to dedicate land or make cash payments for public facilities required or affected by their project (e.g., road right-of-way fronting individual properties). Dedications are typically made for road and utility right-of-ways, park sites, and land for other public facilities. Cash contributions are made for other public facilities that are directly required by their projects (e.g., payments for a traffic signal).

Applicability to the DETOD Renewal Area

To develop the DETOD area as planned, some lands currently owned by individual landowners will be necessary for public uses. For example, if the mobile home community area within Phase 3 is redeveloped, landowners may need to make some land available for road and utility right-of-ways. Some landowners may be willing to make such dedications in lieu of paying impact fees or other project-wide contributions and/or be entitled to reimbursements from other developers.

² The conditions for imposition of impact fees were formalized by the passage of AB1600 (Government Code Section 66000), which institutionalized prior case law on the subject (e.g., Nollan).

As discussed further, those property owners that dedicate their land for public or right-of-way uses that benefit the area as a whole should be compensated proportionately.

Development Agreements

A development agreement is a contract between a public agency and a developer that provides the developer with assurances that the land use entitlements for a project will not be changed in the future and specifies public sector commitments to financing, phasing, and other elements of project implementation. In return for these public considerations and assurances, the developer may be asked to make financial commitments beyond those that could be justified through typical subdivision ordinance dedications and exactions and/or impact fees, which are all limited by the “rational nexus” criteria. Development agreements can be drafted as standard agreements that can be modified to meet project-specific problems or objectives.

Applicability to the DETOD Renewal Area

Development agreements are especially applicable to large projects in which the developer may be willing to make up-front investments in required infrastructure, which exceed the “fair share” allocation in return for an assurance of future entitlements. However, the lack of large, contiguous, single-owner parcels in the DETOD renewal area limits the applicability of this tool.

Assessment and Special Tax-Secured Financing

Special Assessment Districts (1911, 1913, 1915 Acts)

California law provides procedures to levy assessments against benefiting properties and issue tax-exempt bonds to finance public facilities and infrastructure improvements. Assessment districts, also known as improvement districts, are subject to majority vote of property owners. Votes are weighted according to the amount of the proposed assessment on the parcel to which the ballot pertains. Assessments are distributed in proportion to the benefits received by each property as determined by engineering analysis and form a lien against property. Special assessments are fixed dollar amounts and may be prepaid, although they are typically paid back with interest over time by the assessed property owner. Only public infrastructure improvements with property-specific benefits (e.g., roads, drainage, and sewer and water improvements) may be financed with assessments. In addition, standard public finance underwriting criteria requires that the ratio of improved land value to assessment lien be equal to or greater than three to one.

Applicability to the DETOD Renewal Area

Unlike impact fees, an assessment district would provide the DETOD renewal area with a stable and predictable revenue stream to fund infrastructure improvements since the tax is a fixed dollar amount, regardless of whether development has occurred. In addition, since assessment can be applied to already developed property, area properties that remain in their current use could be required to contribute to project-wide costs, providing that a clear “nexus” is established. However, landowners in the area who do not anticipate developing their property until later phases may be reluctant to support an assessment district. Such a district would commit them to paying higher taxes for uses that are not immediately enhanced by the corresponding infrastructure.

Mello-Roos Community Facilities Districts

California's Mello-Roos Community Facilities Act of 1982 allows for the creation of a special district authorized to levy a special tax and issue tax-exempt bonds to finance public facilities and services. A CFD may be initiated by the legislative body or by property owner petition and must be approved by a two-thirds majority of either property owners or registered voters (if there are more than 12 registered voters living in the area).

Special taxes are collected annually with property taxes and may be prepaid if such provisions are specified in the tax formula. The special tax amount is based upon a special tax lien against the property. There is no requirement that the tax be apportioned on the basis of direct benefit. Because there is no requirement to show direct benefit, Mello-Roos levies may be used to fund improvements of general benefit, such as major utilities, fire and police facilities, and libraries and parks, as well as improvements that benefit specific properties. The provision also allows for the allocation of cost burdens to alleviate burdens on specific classes of development.

The City has established CFDs for residential developments at RiverPark and Seabridge and would do well to consider establishing one for the DETOD district as well so as to help fund ongoing operating costs. Should the proposed developments produce a net negative fiscal impact, a new CFD can be expected to mitigate those imbalances in municipal costs and revenues. Such a mechanism will ideally be flexible reflecting changing conditions in the area. For example, as the tax effort improves, the need for special taxes may decline.

Applicability to the DETOD Renewal Area

A Mello-Roos CFD is especially applicable in cases in which there are a few developers/landowners who seek to develop a large area and have a reasonable expectation about the type, timing, and amount of development sought. Like an assessment district, a Mello-Roos can provide a stable and predictable revenue source and, thus, bonding capacity with which to fund project-wide improvements. However, the advantage of a Mello-Roos is that it offers a high degree of flexibility with regard to the apportionment of the tax. For example, vacant parcels in the DETOD renewal area may be exempt from the tax until development actually occurs. Its disadvantage is that a Mello-Roos requires two-thirds approval among affected property owners, which means implementation would likely require a significant amount of negotiation and consensus among current and/or future land owners in the DETOD area. Further outreach and discussions with current landowners will be required to determine if a Mello-Roos is feasible and should be pursued.

"Redevelopment 2.0" Agency Financing

As the CRA unwinds, several proposals looking to restore access to certain redevelopment tools have begun to circulate. As envisioned, successor agencies could regain the authority and power to:

- Buy and sell real property including, if necessary, the power to use eminent domain.
- Receive and spend a portion of the property tax revenues generated from the increase in assessed value that occurs after establishing a project area.

- Finance their operations by borrowing from federal or state governments and by using tax increment revenue bonds.
- Finance and develop infrastructure improvements.

While the elimination of urban blight was the primary public purpose justifying formation of a redevelopment agency with the powers described above, successor agencies under the new schemes would likely operate under a narrower mandate with access to a severely reduced portion of tax increment. One of these schemes is SB 1156, which aims to authorize the use of new joint powers authorities to pursue sustainable economic development, affordable housing, and the facilitation of infill and transit-oriented development using powers enumerated in the Community Redevelopment Law. Another such bill, SB 659, explicitly focuses on funding for affordable housing.

Applicability to the DETOD Renewal Area

Upon availability of such “Redevelopment 2.0” tools, the City may choose to create a project area to facilitate its development goals for the area. Such tools may offer a means to use tax increment financing and other techniques to assemble land, finance infrastructure, and subsidize development. However, passage of such bills is especially uncertain so long as the budget crisis in California continues.

Citywide Sources

General Fund Revenues

The City of Oxnard may elect to use General Fund revenues to help offset a proportion of the project-wide costs. Such a policy might be justified if it is determined that a substantial General Fund revenue surplus is expected to be generated by the development, as discussed in Chapter 4.

Federal and State Grants

The City has in the past received funding for public facilities from other levels of government, including the State and federal government. Funds from these sources may be made available for development in the DETOD area, especially for public uses. The availability, amount, and timing of these funds will need to be further evaluated.

APPENDIX 10: DETOD FEASIBILITY STUDY BASELINE REPORT



Downtown East Transit Oriented Development Feasibility Study

Baseline Report

November 15, 2011 | Prepared For:

The City of Oxnard and the
Southern California Association of Governments



Downtown East Transit Oriented Development Feasibility Study

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The contents of this report reflect the views of the author, who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official view or policies of the Southern California Association of Governments (SCAG) or DOT. This report does not constitute a standard, specification or regulation.



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TABLE OF CONTENTS

1. INTRODUCTION	1-1
2. LAND USE.....	2-1
3. ECONOMICS.....	3-1
4. CIRCULATION	4-1
5. DEVELOPMENT FEASIBILITY	5-1
6. CONCLUSIONS AND RECOMMENDATIONS	6-1

APPENDICES

APPENDIX A. STAKEHOLDER INTERVIEW NOTES.....	A-1
APPENDIX B. RESIDUAL LAND VALUE ANALYSIS—NEW MULTIFAMILY RENTAL AND CONDO CONSTRUCTION, BASELINE SCENARIO	B-1

CITY OF OXNARD
DETOD FEASIBILITY STUDY
BASELINE REPORT
TABLE OF CONTENTS

List of Figures

Figure 1-1	Oxnard Downtown East TOD Study Area Boundary	1-3
Figure 1-2	Citywide Context.....	1-4
Figure 2-1	Land Use Sub-Areas	2-3
Figure 2-2	General Plan Land Use.....	2-4
Figure 2-3	Zoning	2-5
Figure 2-4	Existing Land Use	2-6
Figure 2-5	Photos of the Downtown East Sub-Area.....	2-9
Figure 2-6	Photos of the Central Industrial Area.....	2-17
Figure 2-7	Photos of the Auto Repair District.....	2-20
Figure 2-8	Infill Opportunity Map.....	2-22
Figure 4-1	Study Area Intersections and Crosswalks	4-2
Figure 4-2	Gold Coast Transit Buslines.....	4-8

CITY OF OXNARD
DETOD FEASIBILITY STUDY
BASELINE REPORT
TABLE OF CONTENTS

List of Tables

Table 2-1	Existing Development.....	2-1
Table 3-1	Oxnard Employment by Sector and Salary	3-3
Table 3-2	City of Oxnard Income and Employment 2001-2010	3-3
Table 3-3	City of Oxnard Number of Jobs, 2007-2010	3-4
Table 3-4	City of Oxnard Revenues 2001-2010 (\$M).....	3-5
Table 3-5	Five Points NE Neighborhood Compared with Oxnard.....	3-6
Table 3-6	Oxnard Residential Pricing and Permitting.....	3-8
Table 3-7	Population and Housing Unit Type (1995-2010).....	3-9
Table 3-8	Oxnard, Camarillo, and Ventura City Comparative Retail Sales 2002-2010.....	3-11
Table 3-9	Oxnard Market Rates by Retail Sub-Use, Mid-Year 2011	3-13
Table 3-10	City of Oxnard Principal Employers	3-13
Table 3-11	Jobs Contribution to Oxnard by Port of Hueneme.....	3-16
Table 4-1	MXD Model Inputs.....	4-12
Table 4-2	Trip Generation Estimates.....	4-13
Table 5-1	Development Prototypes for Residual Land Value Analysis.....	5-3
Table 5-2	Oxnard Rent Comparables (Rent/SF)—October 2011.....	5-4
Table 5-3	Oxnard Single-Family Sales Comparables (Sales Price/SF)—2011.....	5-6
Table 5-4	Feasibility Assessment – DETOD Area Residential Options and Sensitivity Analysis.....	5-7

CITY OF OXNARD
DETOD FEASIBILITY STUDY
BASELINE REPORT
TABLE OF CONTENTS

I INTRODUCTION

This baseline report provides a comprehensive overview of existing conditions in the Oxnard Downtown East Transit-Oriented Development (DETOD) Study Area (Study Area). Although this report is only one part of the larger DETOD Feasibility Study, it is an integral component, providing direction for the study and informing future recommendations. This report is composed of the following chapters:

- ◆ **Chapter 1, Introduction**, provides an overview of the project, including a description of the Study Area, a brief background of how the project came to be, and a summary of the initial goals that the project hopes to accomplish.
- ◆ **Chapter 2, Land Use**, describes the existing land uses within the Study Area, assesses edge conditions and adjacent areas, and provides an initial screen of the Study Area to determine which sites may be appropriate for new development or redevelopment.
- ◆ **Chapter 3, Economics**, analyzes the economic benefits generated by existing land uses and provides baseline real estate market data for residential, retail and industrial uses in the Study Area.
- ◆ **Chapter 4, Circulation**, reviews existing vehicle trip generation, bicycle and pedestrian transportation, public transit ridership data, and circulation and access to the Oxnard Transportation Center. This chapter also describes activity that takes place on the Ventura County Railroad (VCRR) line.
- ◆ **Chapter 5, Feasibility of Initial Goals**, identifies the feasibility of initial goals for the Study Area as identified in the Introduction.
- ◆ **Chapter 6, Conclusions and Recommendations**, presents the strategic implications of the existing conditions, including recommendations for how to direct growth in the Study Area in a manner that will help support the City's goals for the Study Area, City, and region.

A. Study Area

The Study Area, shown in Figure 1-1, encompasses the area south and east of the Oxnard Transportation Center. It is bounded by Wooley Road to the south, 3rd Street and the Union Pacific Railroad tracks to the north, Oxnard Boulevard to the west, and Richmond Road to the east. The Ventura County Railroad (VCRR) bisects the Study Area from a north-west to south-east direction. The eastern part of the Study Area is devoted to agricultural processing and packing facilities and automotive repair shops, while the western part is essentially an extension of the downtown with smaller blocks and more pedestrian-friendly uses.

As shown in Figure 1-2, the Study Area is centrally located within the City, adjacent to downtown. Regional access is provided by Amtrak passenger rail, which stops at the Oxnard Transportation Center; by Interstate 101 freeway, located about 3 miles north of the Study Area; and by the major arterials of Oxnard Boulevard (Highway 1), 5th Street and Wooley Road.

B. Background

Over the past decade, the City of Oxnard has prepared and adopted a variety of plans, policies, and guidelines addressing land use and design issues in downtown Oxnard. This includes the current *Draft City of Oxnard 2030 General Plan*, the *Oxnard Downtown Strategic Plan* in 2005, the *Oxnard Downtown District Master Plan* and its accompanying *Oxnard Downtown Design Guidelines* in 1996, the Central Business District (CBD) provisions of the City's Zoning Ordinance, and the *Meta Street Master Plan* in 1990.

The City's Draft 2030 General Plan extends downtown Oxnard's Central Business District (CBD) land use designation eastward to include approximately 100 additional acres to the south of the Oxnard Transportation Center



FIGURE I-1
OXNARD DOWNTOWN EAST TOD STUDY AREA BOUNDARY

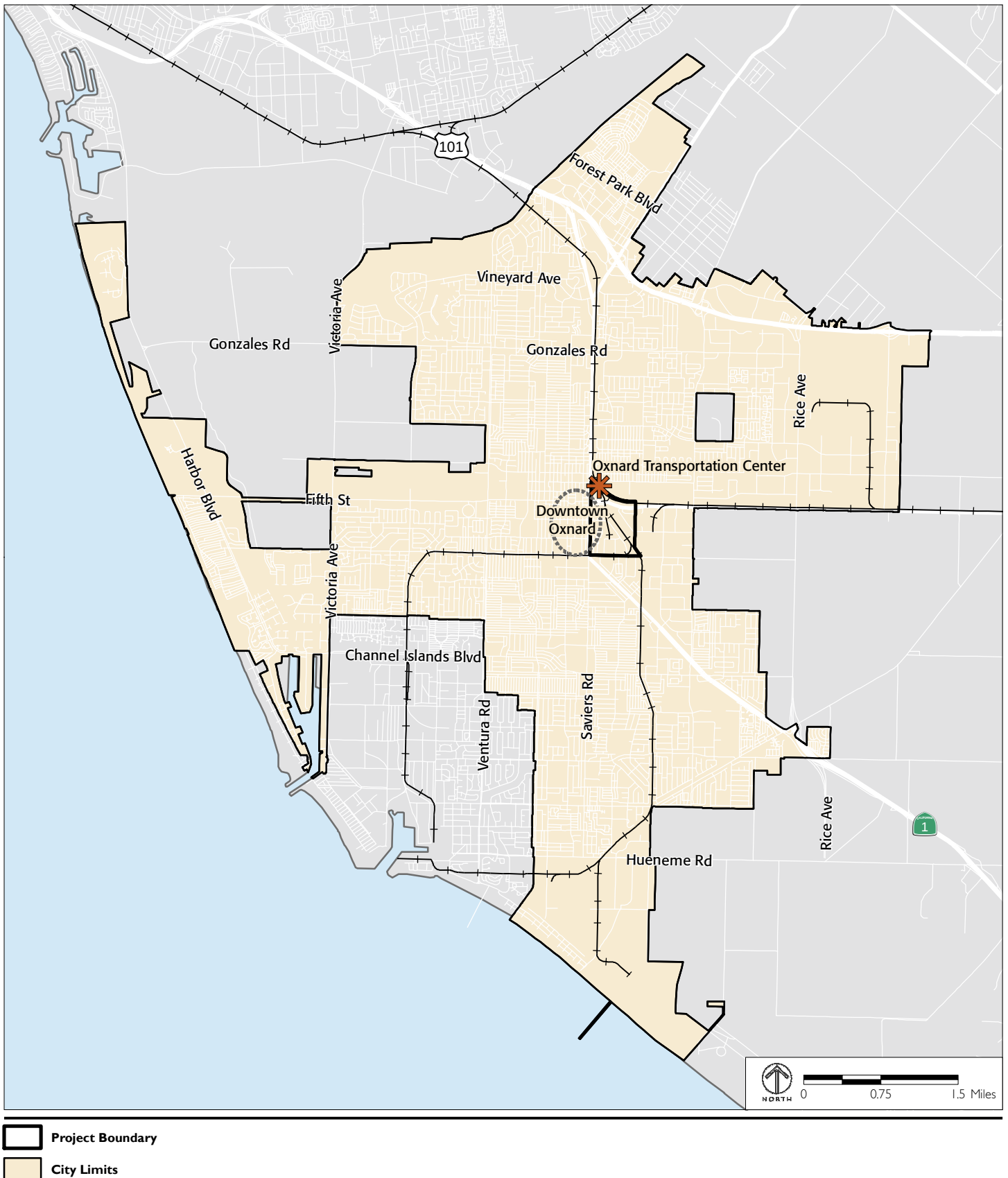


FIGURE I-2
CITYWIDE CONTEXT

(OTC), which makes up the Study Area for this report, as shown in Figure 1-1. The combination of excellent public transportation access and proximity to downtown lend the Study Area to transit-oriented uses.

The Draft General Plan sets out a vision to guide redevelopment in the CBD with an “urban village” concept. The urban villages would incorporate private and public redevelopment, mixed land uses, affordable and workforce housing, and transit connectivity and are intended to be a key strategy for meeting greenhouse gas (GHG) emission reduction targets pursuant to Senate Bill (SB) 375.

The Study Area does not currently take advantage of its location near transit, as it is largely developed with agricultural processing plants, associated support facilities and auto repair shops. As downtown to the west successfully embraces more TOD, it will create the conditions necessary to make TOD development and reinvestment feasible in the Study Area, which will in turn contribute to more visibility and usability of the OTC.

There are many challenges associated with transitioning this active industrial area into a smart growth residential district. In general, the industrial operations taking place in the area are somewhat incompatible with residential uses, so care must be taken in phasing any new development to prevent disruption. Substantial changes will have to be made to the street patterns and facilities to provide comfortable pedestrian linkages to the transit center, including addressing the location of the VCRR that currently bisects the Study Area. Additionally, the existing agricultural processing plants in the Study Area are stable and well-established in their current locations, and the economic downturn presents a challenge and uncertainty for the timing of redevelopment.

This feasibility study is intended to provide a comprehensive overview of existing conditions in the Study Area and determine the opportunities and constraints of transitioning the east side of downtown into a transit-oriented urban village consistent with the General Plan vision. The results of this re-

port will help determine an appropriate land use mix for the Study Area and determine a feasible direction for redevelopment and revitalization in the future.

C. Analytical Process

Preparation of this baseline report was prepared by The Planning Center | DC&E, responsible for project management, land use analysis, and the infill opportunity analysis; Economic & Planning Systems, Inc., responsible for the economic, market and feasibility analysis of initial project goals; and Fehr & Peers Transportation Consultants, responsible for assessing existing vehicle trip generation, bicycle and pedestrian transportation and public transit ridership in the Study Area.

Information for this report was also provided by local stakeholders who contributed valuable information essential to understanding local conditions in the Study Area. These stakeholders included local businesses, property owners, active residential developers in Oxnard, the Ventura County Railroad, Ventura County Agricultural Commissioner and Deputy Commissioner, Ventura County Transportation Commission, Sakioka Farms, Economic Development Corporation of Oxnard, Chamber of Commerce Land Use Committee, Caltrans, and City Staff. A summary of stakeholder comments is provided in Appendix A.

D. Funding for the Study

Funding for the Downtown East Transit-Oriented Development (DETOD) Feasibility Study was provided by the Southern California Association of Governments' (SCAG) Compass Blueprint Demonstration Project Program. In 2004, SCAG adopted the Compass Growth Vision intended to "accommodate the 6 million new residents expected to live in the region by 2030 while balancing valuable quality of life goals." The Compass 2% Strategy Opportunity Areas identify key geographical locations totaling 2 percent of the entire

region which are singled out for the additional development to implement such a Vision. Downtown Oxnard is designated as a TOD Opportunity Area site in the SCAG Compass 2% Plan. It is expected that the cumulative effect of small actions concentrated on this 2 percent of the land will greatly contribute to improving the quality of life for Southern California residents. Compass Blueprint assists Southern California cities and other organizations in evaluating planning options and stimulating sustainable new development consistent with the region's goals.

E. Initial Goals

The expansion of downtown eastward accomplishes a number of goals outlined in the Draft General Plan and in the Compass Blueprint Grant Application as well as other regional initiatives, including the following:

- ◆ **Transit-Oriented Development.** DETOD implements a key component of the Compass 2% Plan by concentrating high-density and affordable housing and other compatible uses around an existing regional transit facility, the OTC.
- ◆ **Preservation of agricultural land.** Oxnard voters established the City Urban Restriction Boundary (CURB) to preserve agriculture and open space that generally coincides with Oxnard city limits or the Ventura County Local Agency Formation Commission Sphere of Influence. DETOD will occur entirely within the CURB boundary to accommodate projected growth and future affordable housing development while preserving agriculture in the surrounding County unincorporated areas.
- ◆ **Walkable, village-style development.** DETOD is consistent with the Draft 2030 General Plan's new "Village" designation, which envisions a walkable, mixed-use, transit-oriented community within a short walk to the OTC where commuters will take Metrolink to Los Angeles and Santa Barbara.
- ◆ **Affordable housing.** The DETOD area will include, at a minimum, 15 percent affordable housing as it is located within the Central City Revi-

talization/Redevelopment Area. The City has negotiated inclusionary requirements of up to 23 percent in other specific plan areas and would seek to require 25 to 33 percent affordable, if feasible, in the DETOD area.

- ◆ **Respect for the past.** Existing housing, commercial uses and historic buildings will be integrated into the new Village, giving the area a link to its past and sense of place.
- ◆ **GHG emissions reduction.** Moving the heavily truck-oriented agricultural processing plants out of the downtown and closer to the fields and the 101 freeway will result in a substantial amount of greenhouse gas (GHG) emission reduction.
- ◆ **Water and energy efficiency.** Relocating and upgrading the agricultural processing facilities into new state-of-the-art “green” facilities, including development of an agriculture waste-to-energy facility, will result in significant water and energy savings and GHG reductions.
- ◆ **A model for other communities.** The DETOD relocation strategy and planning framework could apply to other SCAG communities where transit stations (Amtrak, Metrolink, and Light Rail-Metro) are located in areas originally developed and still used for rail-adjacent industrial uses.

2 LAND USE

This chapter describes the baseline land use conditions in the DETOD Study Area. The Study Area varies from compact commercial development to large warehousing and distribution facilities, and also contains a variety of residential products. As a result, there are many issues related to land use compatibility and stability that will be discussed in this chapter.

The total amount of development in the Study Area by land use is summarized in Table 2-1 below.

TABLE 2-1 **EXISTING DEVELOPMENT**

Land Use Category	Existing Development (2011)
Single-Family Residential	4 units
Multi-Family Residential	90 units ^a
Mobile-Homes	153 units
Commercial	337,174 SF
Industrial	956,348 SF
Office/Medical Office	22,000 SF
Public/Institutional	85,625 SF
Parking	3,987 SF
Total Residential	246 units
Total Non-Residential	1,405,134 SF

^a Includes 24 low-income rentals and 26 moderate income condominiums.

The DETOD Study Area is almost entirely developed. As indicated in Table 2-1, the Study Area is primarily developed with industrial uses, including agricultural processing facilities that are set on large parcels on either side of the Ventura County Railroad (VCRR). A cluster of auto shops make up the eastern portion of the Study Area, while a mix of commercial and residential

make up the western portion closer to downtown. For the purposes of describing land uses and other physical characteristics in a systematic fashion, the Study Area has been divided into three sub-areas, as shown in Figure 2-1.

The sub-areas are:

- ◆ Downtown East
- ◆ Central Industrial Area
- ◆ Auto Repair District

A. Downtown East

1. Existing Land Uses, Zoning, and General Plan Designations

This sub-area, located east of Oxnard Boulevard and west of Factory Lane, is essentially an extension of the downtown and is designated as Central Business District (CBD) in the City's General Plan and Zoning Code (Figures 2-2 and 2-3). As shown in Figure 2-4, the northern part of the sub-area consists primarily of commercial uses around the Oxnard Transportation Center (OTC) and along Oxnard Boulevard. A few newer multi-family housing developments are located on the interior streets, along with a few scattered single-family homes. The southern portion of the sub-area is dominated by the Royal Palms Mobile Home community. Uses surrounding Royal Palms include a new multi-family housing development along Donlon Avenue, used car dealerships and various commercial uses along Oxnard Boulevard. Other notable uses in this sub-area include the Clinicas Medical Center, the Harriet H. Samuelsson Branch Boys and Girls Club, and the Ventura County Rescue Mission, located on Meta Street between 6th and 7th Streets. Produce packing houses and related uses in the Central Industrial Area are located just east of this sub-area.

2. Compatibility and Stability

Most land uses in this sub-area are generally compatible with one another and the uses in downtown. However, potential incompatibilities are associated with the uses bordering the Central Industrial Area, where residential uses are adjacent to packing houses that generate loud noises, odors and truck traffic.

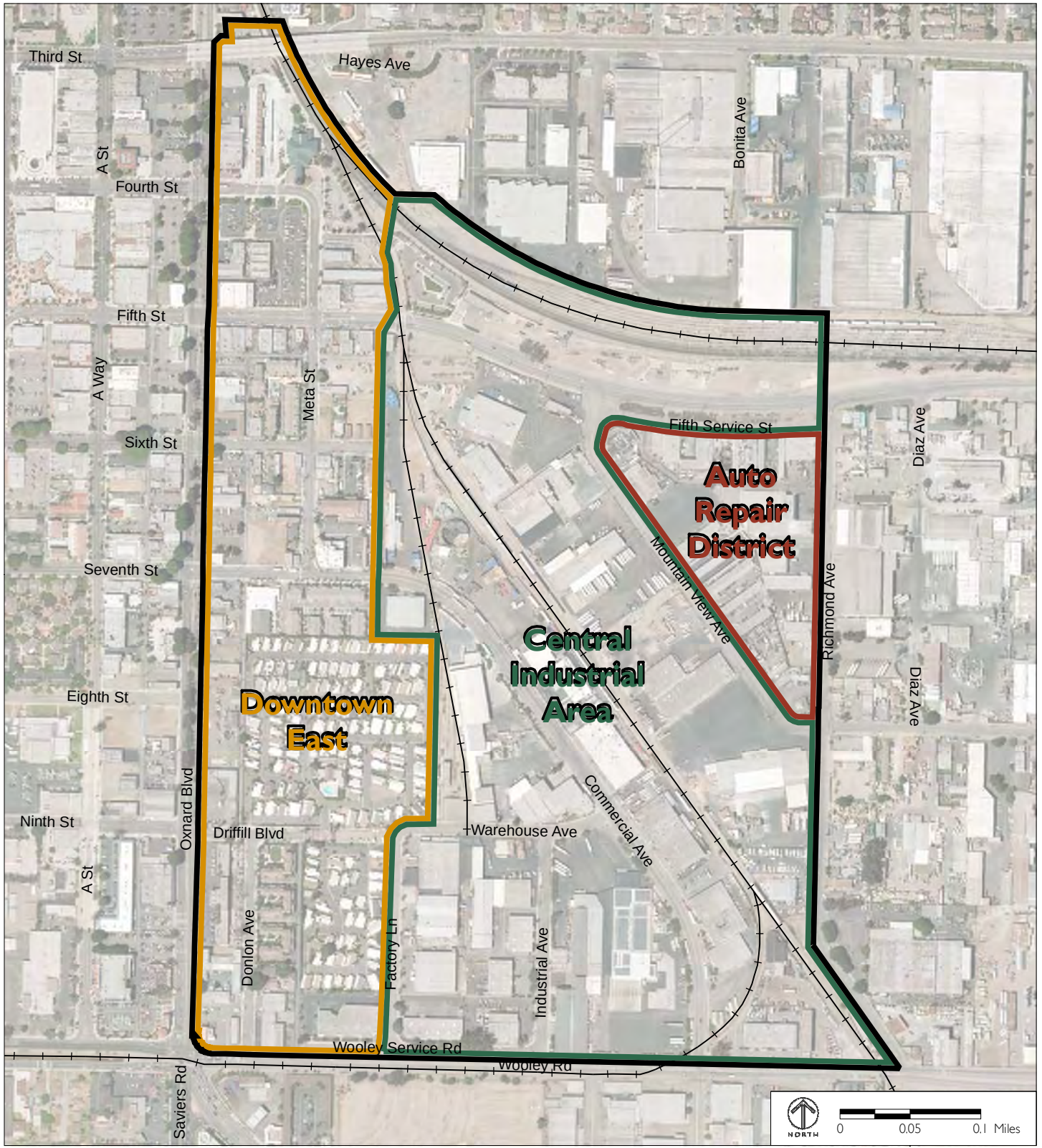


FIGURE 2-1
LAND USE SUB-AREAS

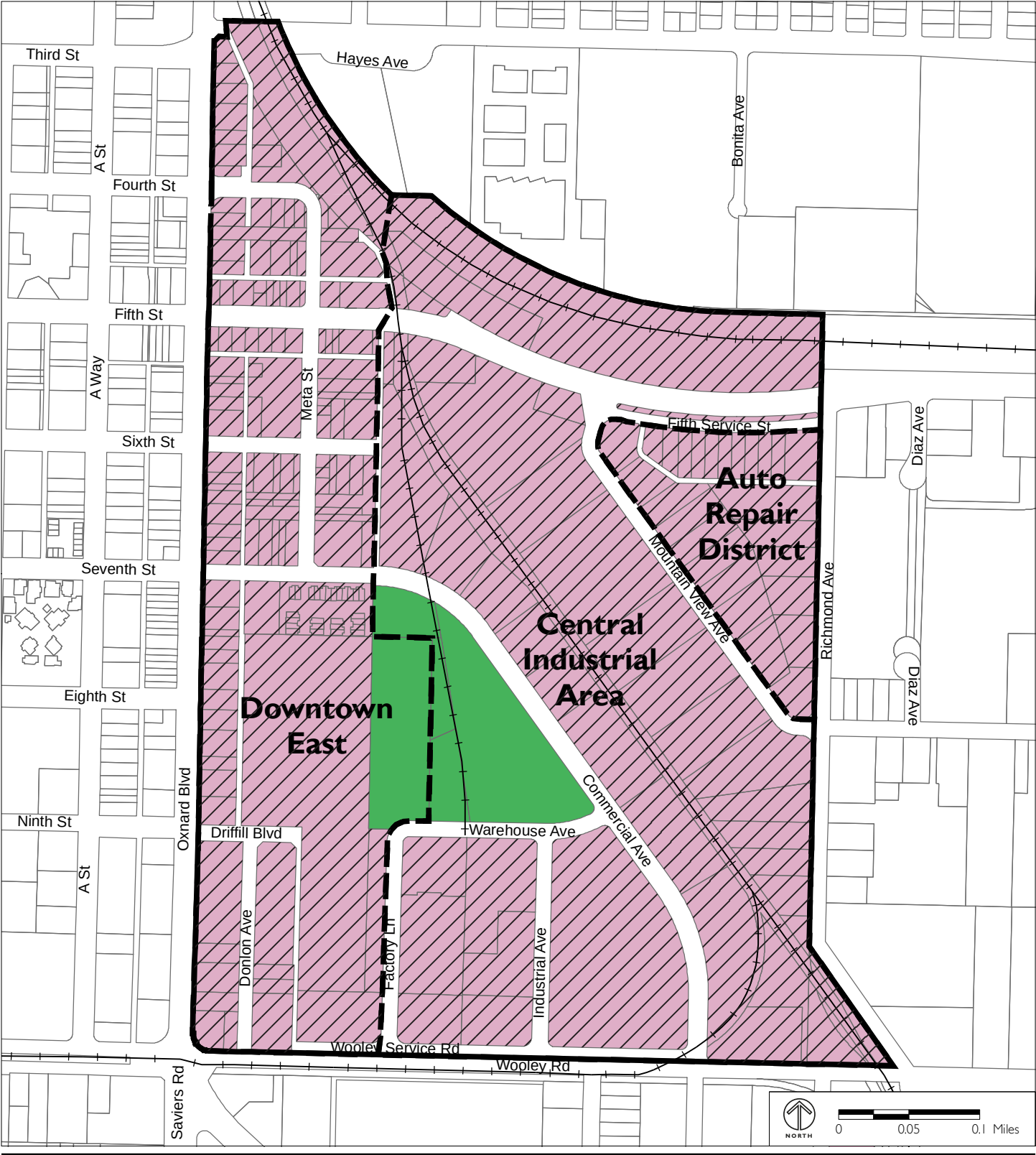


FIGURE 2-2
GENERAL PLAN LAND USE

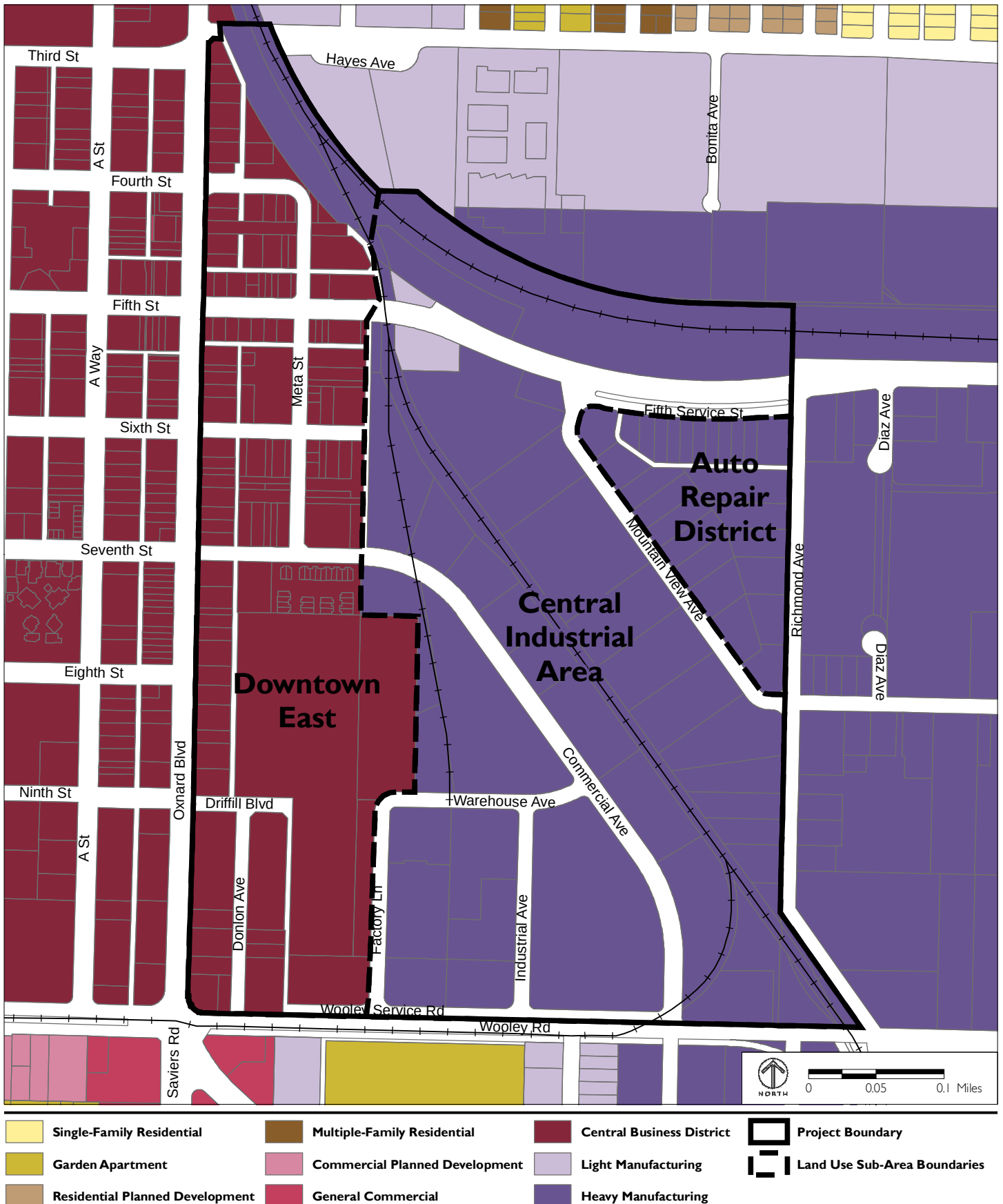


FIGURE 2-3
ZONING

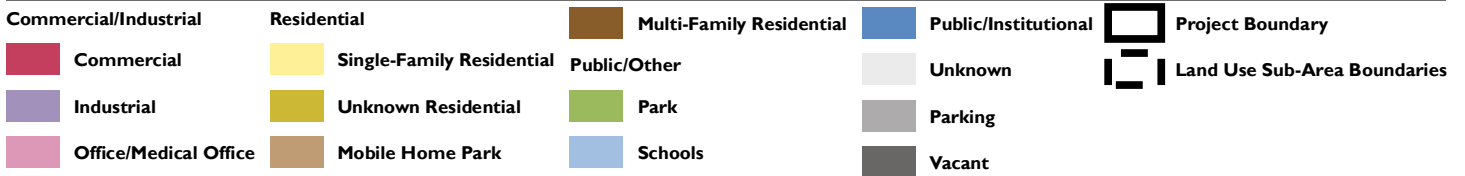
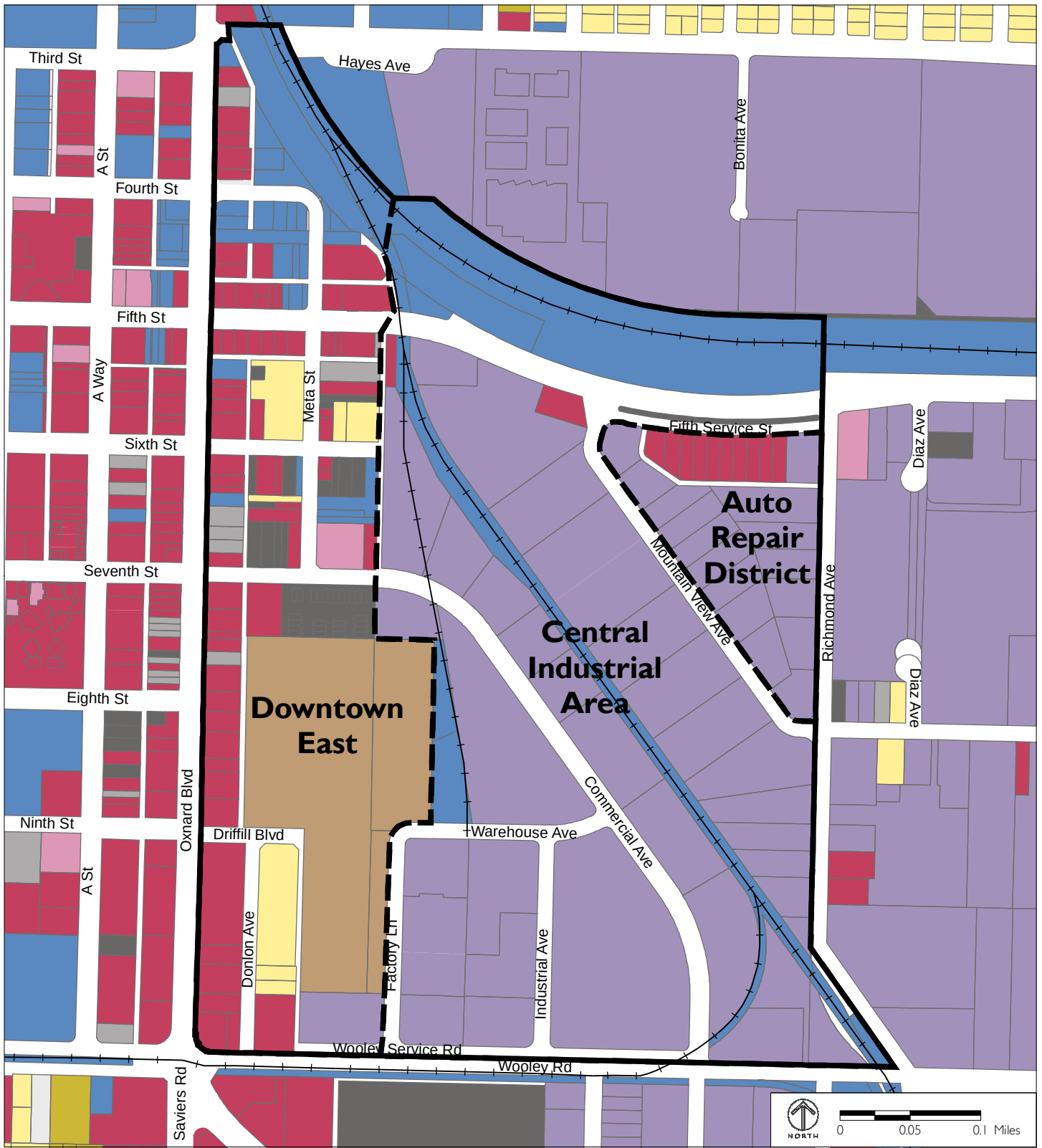


FIGURE 2-4
EXISTING LAND USE

As the area is currently developed, limited buffers exist between these uses, especially along Factory Lane, between the mobile home park and the produce packing houses. Further north, residential uses are separated from the Central Industrial Area by an alley and high wall, which provides some protection. Additionally, the Clinicas Medical Center and Ventura County Rescue Mission on the east side of Meta Street serve as good transitions between the commercial and residential uses to the west and the packing houses to the east.

The Oxnard Transportation Center is a major hub of activity in this sub-area and is surrounded, for the most part, by stable retail and restaurant uses. There are a few vacant and/or underutilized sites along Oxnard Boulevard, both north and south of the OTC. These sites are either vacant storefronts or include large parking lots that could be developed. Additionally, the auto dealerships between 7th Street and Wooley Road, while relatively stable, are not ideal uses near the OTC and downtown area and could be redeveloped to be more compatible with adjacent uses.

The residential portions of this sub-area are very stable, with the well-maintained Royal Palms mobile home park and the newer multi-family developments, including the Meta Street Apartments that provide affordable housing options within close proximity of the OTC. These residential uses serve as excellent examples of stable residential development. Similar residential uses could be incorporated into possible catalytic projects for the future redevelopment of this area.

3. Physical Conditions

The northern portion of this sub-area, near the OTC, is made up of pedestrian-friendly blocks and storefronts fronting the streets. While there are some gaps between buildings, surface parking lots and vacant sites, the area is generally pleasant for walking. Many of the buildings fronting 5th Street and Oxnard Boulevard north of 7th Street have awnings or overhangs that further frame the pedestrian realm. Additionally, the downtown streetscape is continued in this area, with nice signage and decent sidewalks; however, there is

minimal landscaping, no street furniture and sporadic street trees. There are three gateways into the downtown area within this sub-area that currently lack definition and a visual connection with downtown—the 3rd Street overpass of Oxnard Boulevard, 5th Street as it intersects with the railroad, and the Five Points Intersection at Wooley Road and Oxnard Boulevard. These gateways are important entries into downtown but currently lack the kind of high-quality streetscaping, enhanced architectural features and landmarks that would signify arrival into downtown. On the other hand, entrances into the OTC from Oxnard Boulevard and 5th Street contain signage and wayfinding to help orient and welcome visitors.

In the southern portion, in particular, the pedestrian environment along Oxnard Boulevard is less inviting due to the lack of barriers between vehicles and pedestrians and the high speed of traffic. South of 7th Street the block lengths are longer, particularly due to the large scale of the mobile home park. The lack of continuous shaded streetscapes along internal paths creates a pedestrian environment that is less friendly than the northern portion of this sub-area. Photos of the Downtown East sub-area are shown in Figure 2-5.

4. Current Plans and Projects

a. 1995 Oxnard Downtown District Master Plan

The 1995 Oxnard Downtown District Master Plan is described as a comprehensive strategy for revitalizing the historic heart of Oxnard through a set of policies and regulations. The Plan includes a Code for private development and Public Realm Requirements for streets and other public spaces. A Business and Operations Plan focuses on the implementation of the Plan and transformation of downtown. The Downtown East sub-area is within the Master Plan area and is therefore subject to the policies and regulations included in the document.

The intent of the Code, as it relates to this study, is to ensure that new buildings are compatible with each other and with the existing urban fabric of the downtown. The program envisions a more intimate urban typology for



FIGURE 2-5
PHOTOS OF THE DOWNTOWN EAST SUB-AREA

Oxnard Boulevard, including a recommendation to redesign the portion that extends from 7th Street to 3rd Street into a “downtown avenue” street type.

b. 2005 Downtown Strategic Plan

In 2005, the City of Oxnard prepared the Downtown Strategic Plan, which builds off of the 1995 Master Plan and sets forth a vision and strategy for the future of downtown Oxnard, including recommendations for streetscape improvements, traffic and pedestrian circulation, architectural style/theme, and parking for seven different districts in downtown. Three of the districts are within the Downtown East sub-area (Transportation Center District, Meta District, and Five Points Northeast District). The vision, development strategies and action priorities for each district are summarized below:

i. *Transportation Center District*

The Transportation Center District is located east of Oxnard Boulevard between 2nd Street and 5th Street. The presence of excellent transportation access, coupled with the adjacent land that appears ripe for redevelopment, offers strong opportunities for the establishment of transit-oriented uses. Sufficient parking would have to be provided to accommodate parking demand associated with the OTC and other uses along 5th Street.

Development Strategies

- ◆ A commercial plaza at the southeast corner of 4th Street and Oxnard Boulevard (the area currently used for mainly surface parking). Retail stores/restaurants/cafes could be built on the northern and southern boundaries of the site, defining the block while keeping the interior as an open, hard-space public plaza with interactive public art. The retail/restaurant/café would be accessible from both the plaza and the streets. The plaza would expand the downtown to the east, help connect the OTC to the rest of the downtown, and act as a pleasant transportation gateway into downtown.
- ◆ Implementation of the adopted *OTC Master Plan*, which addresses the need for additional parking, the need for better circulation within and

around the site, and the need to create a better pedestrian path within the district.

Action Priorities

- ◆ Develop a plan for establishing a commercial plaza at 4th Street and Oxnard Boulevard.
- ◆ Parking structure feasibility study.

ii. Meta Street District

The Meta Street District is located east of Oxnard Boulevard between 5th Street and just south of 7th Street. The vision of the Meta Street District is to establish a unique, mixed-use urban neighborhood. To achieve this vision, future development would consist of medium-density infill housing and neighborhood-oriented retail uses. The following development strategies for more infill housing and retail would balance the housing stock by introducing market rate housing to complement the two ongoing affordable housing projects in the neighborhood, and would provide new retail opportunities:

Development Strategies

- ◆ The 6th Street intersection could be developed for commercial and community function with retail at the intersection and a small public space along the south edge of 6th Street between the alley and Meta Street.
- ◆ Infill housing is recommended on 6th and Meta Streets.
- ◆ Retail is recommended for vacant lots on 7th Street and Oxnard Boulevard.

Action Priorities

- ◆ Prepare and adopt a utility undergrounding ordinance that requires project developers to either bury overhead utilities or contribute in-lieu fees to support a City-sponsored program to do so.
- ◆ Work with the Southern California Edison to acquiring funding for utility undergrounding under the PUC's Rule 20.

- ◆ Prepare a streetscape improvement plan for Meta and 6th Streets that would further the strategies listed above.

iii. Five Point Northeast District

The Five Points Northeast District is located between the Meta District and Wooley Road. This district will continue to be anchored by residential uses in the interior of its blocks, but will be buoyed by the addition of new retail and mixed-use projects along Oxnard Boulevard and Wooley Road. These new projects could range from two- to three-story mixed-use structures with retail or office uses on the street level and residential units above to high-volume retail uses dependent on automobile transportation.

Action Priorities

- ◆ Work with owners of vacant properties along Oxnard Boulevard to identify appropriate infill projects.

In addition to district-specific strategies and actions, the following gateway recommendations apply to the Oxnard DETOD Feasibility Study:

iv. East 5th Street as it intersects with the Railroad Tracks

- ◆ Reconstruct the road section of 5th Street east of the Ventura County railroad tracks to Rose Avenue, providing turning lanes and traffic islands.
- ◆ Plant trees and shrubs on both sides of 5th Street from Rose Avenue to Oxnard Boulevard, including the existing island on the south side of 5th between Richmond and Mountain View Avenues.
- ◆ Sponsor a facade improvement plan for the section of 5th Street between the railroad tracks and Oxnard Boulevard.
- ◆ Develop a specific area plan for the 5th Street corridor between Rice Avenue and Oxnard Boulevard to guide streetscape improvements, and examine existing areas for reuse when land use transition occurs.

- ◆ Consider a freestanding structure in the form of a gate just across the railroad tracks on 5th Street framing the view of the downtown and defining the eastern gateway.

c. Meta Street Master Plan (1990)

In addition to the Strategic Plan, the Meta Street Master Plan includes plans for land use, streetscape, infrastructure, and circulation improvements for the 14 acres bounded by 5th Street, Oxnard Boulevard, 7th Street and the railroad tracks. It is not intended as a regulatory instrument, but instead to be used by the City as a means to stimulate private development commitments in the area. The plan recommends major land use changes, from industrial and specialty retail to residential, some of which have already been implemented. The Master Plan contains the following goals:

- ◆ An enhancement of the Latino cultural characteristics of Meta Street
- ◆ The introduction of well-designed forms of housing as the predominant new land use of Meta Street
- ◆ The establishment of uses that will support the new residential character of the street
- ◆ The upgrading and rebuilding of the infrastructure of the street to be consistent with contemporary standards

d. Oxnard Downtown Management District

A majority of the Downtown East sub-area is within the boundaries of the Oxnard Downtown Management District, which is a property-based Business Improvement District (PBID) encompassing the area bounded by Second Street on the north, the Railroad tracks on the east, Wooley Street on the south and C and D Streets on the west. The only properties within this sub-area that are not included in the PBID are those located east of Oxnard Boulevard between 7th Street and Wooley Road. All other properties are within the PBID boundaries. The Downtown Oxnard Management District Plan, prepared in 2010, renewed the PBID for an additional 3 years. The purpose of the PBID is to provide and manage supplemental services and improvements for the downtown area. These include a “clean and safe” program, a profes-

sional marketing and business development program, and a program of installing and upgrading physical amenities.

e. Redevelopment Project Area

The Downtown East sub-area is within the Merged (Downtown and Central City Revitalization) Project Area, which is covered by the 2010 Redevelopment Implementation Plan. The Central City Revitalization Project portion, which applies to this area, is intended to eliminate the existing conditions and causes of blight and to encourage and foster economic revitalization. The programs and activities that are in place to help achieve these goals include urban design, public utilities, street construction, business revitalization, and low- and moderate-income housing.

f. Downtown Oxnard Historic Resources Survey

In 2005, the Downtown Oxnard Historic Resources Survey was prepared to identify and evaluate properties within downtown for their potential historical significance and for local, State and federal eligibility, in accordance with the California Office of Historic Preservation and the National Park Service criteria. A total of 16 properties were identified within the Downtown East sub-area, including eight properties that appear to be contributors to a district that appears eligible for local listing or designation through the survey evaluation. The remaining eight properties appear to be individually eligible for local listing or designation through the survey evaluation.

g. Current Development Projects

The only current development project in the Downtown East sub-area is the 6th Street Apartments, located at 217 East 6th Street. The project involves renovating eight existing units and constructing eight garages. Upon completion, this project will slightly increase the residential population of the Downtown East sub-area.

B. Central Industrial Area

1. Existing Land Uses, Zoning, and General Plan Designations

This sub-area consists of the area bounded by 5th Street to the north, Mountain View Avenue and Richmond Avenue to the east, Wooley Road to the south, and Factory Lane to the west. As shown in Figures 2-2 and 2-3, the General Plan designates this sub-area as Central Business District, while the Zoning designation is Heavy Manufacturing. The zoning is consistent of the type of development currently found in this sub-area.

As shown in Figure 2-4, the primary uses found in this area are large produce cooling, packing and distribution facilities. Many of these are located on the railroad tracks that cut through the sub-area from the northwest corner to the southeast corner, while others are located within close proximity of the tracks. The primary use in the southern portion along Wooley Road is the Oxnard Produce Terminal, which serves Western Precooling, Driscoll's, Beach Street, Ocean Mist, Nunes, Coastal Fresh Farms, Naturipe, Prime Time, and Hortifrut Produce. This facility extends from Commercial Avenue in the east across Industrial Avenue to Factory Lane in the west. Channel Islands Cooling is also located on the western side of Commercial Avenue. Additional uses in this area include auto-related retail and other stores related to industrial or manufacturing activities, such as PraxAir and Johnson Lift. The west side of the railroad tracks is dominated by packing houses, including Valley Spud, California Chips and Smucker. The eastern side of the tracks includes Superior Cooling and Ice, a packing supply company and additional packing houses. All of these uses are located on large lots with poor connectivity to the rest of the Study Area.

2. Compatibility and Stability

Since this sub-area is composed primarily of produce packing houses and related uses, there are few compatibility issues within the sub-area itself. In fact, the location of these land uses is complimentary given the proximity of these uses to agricultural producers. Produce is trucked to this area from nearby farms and then transferred to cooling facilities and/or packing houses that prepare and ship produce for distribution. Given the short shelf life of most

produce, trucks are the most common means of transporting produce from this area. However, the Smucker facility uses rail to transport strawberries.

There have been compatibility issues along the western border of this sub-area, where the packing houses border residential and commercial uses. In these areas there are insufficient buffers to shield the non-manufacturing uses from the loud noises, odors and other potential impacts associated with manufacturing operations. In particular, there have been complaints from the mobile home park during peak production periods.

3. Physical Conditions

While manufacturing facilities aren't the most aesthetically pleasing, the structures in this sub-area are generally in good condition. The buildings fronting the streets tend to have some form of landscaping, although some are better maintained than others. Street trees are sporadic and provide little shade for the sidewalks, which are in good condition in most places. There are numerous access driveways and loading docks that create unsafe pedestrian areas. Large blank walls, fences and surface parking lots create an environment that isn't very pleasant for pedestrians. Additionally, the railroad creates a barrier for pedestrians and vehicles to cross between the different sides of this sub-area, with crossings limited to 5th Street and Wooley Road. Photos of this sub-area are shown in Figure 2-6.

4. Current Plans and Projects

a. Redevelopment Project Area

The Central Industrial Area is also within the Merged (Downtown and Central City Revitalization) Project Area, which is covered by the 2010 Redevelopment Implementation Plan. The Central City Revitalization Project Area portion, which applies to this area, is intended to eliminate the existing conditions and causes of blight and to encourage and foster economic revitalization. The programs and activities that are in place to help achieve these goals include urban design, public utilities, street construction, business revitalization, and low- and moderate-income housing.



FIGURE 2-6
PHOTOS OF THE CENTRAL INDUSTRIAL AREA

b. Current Development Projects

There are two current projects in this sub-area. A Special Use Permit and Zoning Variance for 831 Richmond are currently in Plan Check. This project includes an employee parking lot, trash enclosure and lunch area on a 15,630-square-foot undeveloped site. The other project is currently under construction on the Smucker Fruit Processing site, located at 760 Commercial Avenue. This project entails the reconstruction of an existing train loading dock that serves the Smucker facility.

C. Auto Repair District

1. Existing Land Uses, Zoning and General Plan Designations

This is the smallest sub-area within the Study Area, bounded by 5th Street to the north, Richmond Avenue to the east and Mountain View Avenue to the southwest. As shown in Figures 2-2 and 2-3 this sub-area is designated Central Business District and zoned Heavy Manufacturing. Although these designations are the same as the Central Industrial Area, the existing uses, shown in Figure 2-4, vary widely from those found in the Central Industrial Area. The narrow parcels along the 5th Street Service Street are made up of auto repair shops, packed tightly together. Similar auto-related uses are also found along the east side of Mountain View Avenue, intermixed with a storage facility and surface parking lots. The uses along Richmond Avenue are more varied and include the Community Action Ventura County building, newer warehouse/manufacturing facilities, a Michelin tire center, a greenhouse company, and a Mexican restaurant.

2. Compatibility and Stability

The varied land uses in this sub-area are compatible with one another and benefit from the relatively inexpensive lease rates and visibility to the high-traffic arterial of 5th Street. Despite the overall compatibility and stability in this area, some of the uses appear to be in need of improvements. Specifically the auto repair shops on the 5th Street Service Street and Mountain View Avenue are in poor condition and have potential for redevelopment. The uses along Richmond Avenue are in better condition overall and appear to be

more stable uses as well. Although some of these uses aren't as compatible with the auto repair shops, the buffering between buildings is adequate.

3. Physical Conditions

Of the three sub-areas within the Study Area, this one has the most room for improvement. The buildings along the 5th Street Service Street and Mountain View Avenue are poorly maintained and create an unfriendly pedestrian environment along these streets. Most properties do not have any landscaping and street trees are nearly nonexistent. Overall this area could benefit from major public and private improvements. Photos of this sub-area are shown in Figure 2-7.

4. Current Plans and Projects

a. Redevelopment Project Area

The Auto Repair District is also within the Merged (Downtown and Central City Revitalization) Project, which is covered by the 2010 Redevelopment Implementation Plan. The Central City Revitalization Project portion, which applies to this area, is intended to eliminate the existing conditions and causes of blight and to encourage and foster economic revitalization. The programs and activities that are in place to help achieve these goals include urban design, public utilities, street construction, business revitalization, and low- and moderate-income housing.

b. Current Development Projects

There are no current development projects in this sub-area.

D. Infill Opportunity Estimation

The Infill Estimation Tool was used to identify properties within the Study Area that have the potential for infill development in the future. This tool



FIGURE 2-7

PHOTOS OF THE AUTO REPAIR DISTRICT

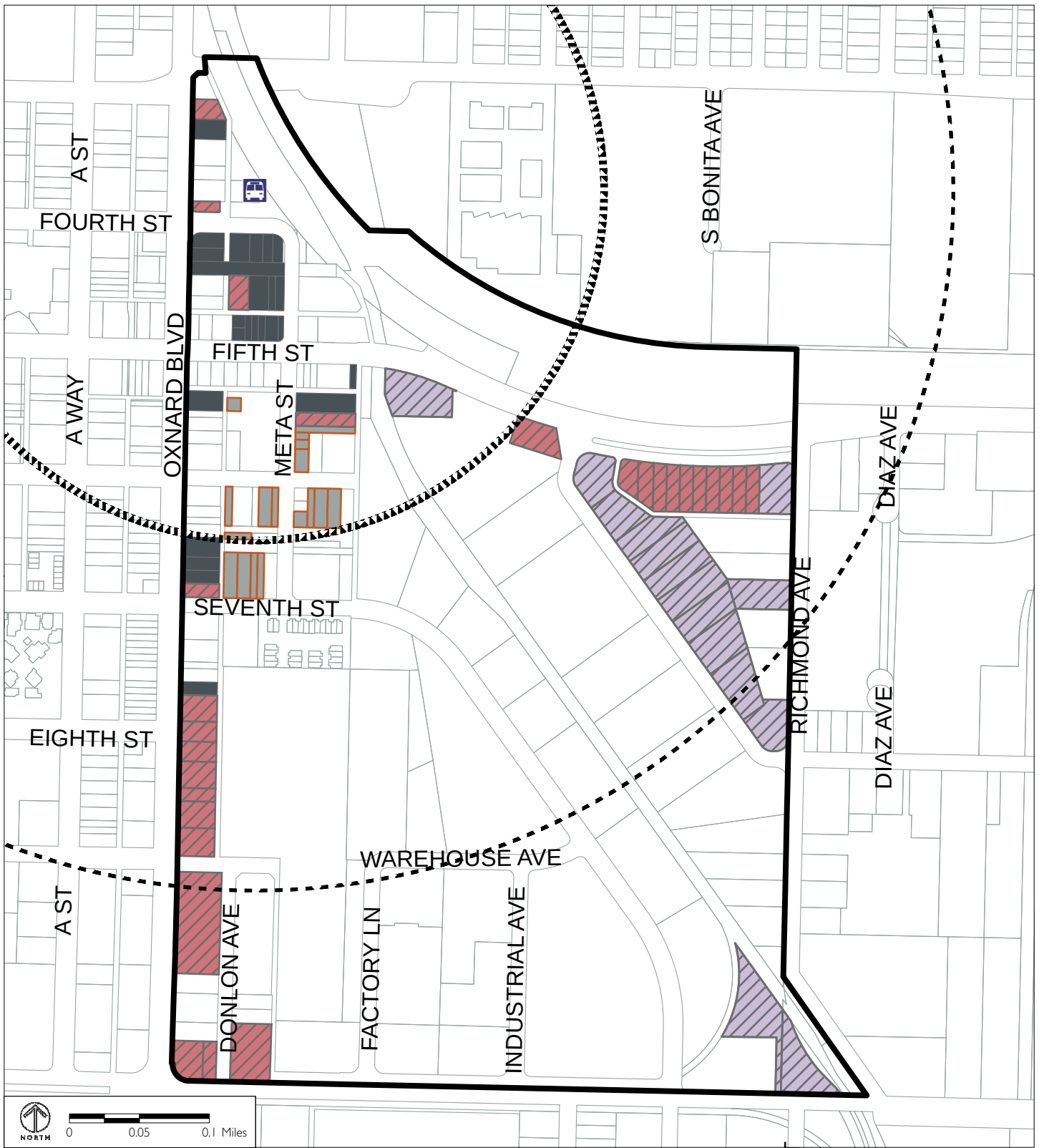
distinguishes the assessed property valuation between land and improvement values to identify parcels with a low improvement to land value (I/L) ratio.¹

For this study, parcels with an I/L ratio less than 0.5 were selected as potential infill parcels. Vacant parcels and parcels used exclusively for surface parking were also identified as potential infill sites. Finally, since the assessor data is not 100-percent accurate, the results were refined based on site visits by The Planning Center | DC&E staff. The results of the Infill Estimation Tool are shown in Figure 2-8 below.

As shown in Figure 2-8, the infill opportunity sites are scattered throughout the Study Area, with the largest concentration of sites within the Auto Repair District. These industrial and commercial parcels in the Auto Repair District provide an opportunity for the expansion of agricultural processing and packaging uses similar to those on the east side of Mountain View Avenue. Other uses could include supporting commercial uses that would complement the industrial uses.

There are a number of small vacant and underutilized sites in the Downtown East sub-area that are within ¼ mile of the OTC, as well as larger underutilized commercial parcels in the southern portion of the Study Area along Oxnard Boulevard. These parcels range from 7,000 to 65,000 square feet, some of which could be assembled in order to create larger catalytic infill sites within walking distance of the OTC. However, the fragmented parcelization and land ownership will make land assembly difficult and complicated. A detailed market analysis prepared as part of this study will help determine feasible land use alternatives for the infill opportunity sites.

¹ The I/L ratio is based on assessed value when, under terms of Proposition 13, properties are sold or substantially remodeled. Based on past experience, parcel opportunity screen results are generally around 90 percent correct, which is adequate for this type of analysis.



- Transit Center
- Project Boundary
- Infill Analysis Results**
 - Underutilized Industrial
 - Underutilized Commercial
 - Vacant Commercial
 - Parking Lot

Methodology:
 1.) Land uses selected were: "Vacant" and "Parking"
 2.) Improvement to land value ratio selected was under 0.5
 3.) Results were edited to add and remove some sites based on site visit reconnaissance

FIGURE 2-8
INFILL OPPORTUNITY MAP

3 ECONOMICS

This chapter provides an overview of economic and market conditions affecting the revitalization and real estate development potential of the proposed Oxnard Downtown East Transit Oriented Development (DETOD) project plan.

The success of the DETOD vision articulated in the Draft 2030 General Plan and the Compass Blueprint Grant Application will depend to a large degree on whether the following two key economic conditions materialize:

- (1) A walkable, mixed-use, transit-oriented residential community in the DETOD area becomes economically feasible,
- (2) The operators in the Central Industrial District, which include agricultural processors, auto repair shops, and a portion of the Ventura County Railroad Line will have the financial means and/or incentive to relocate to accommodate the new “Village” designation envisioned by the general plan.

The analysis that follows, prepared by Economic & Planning Systems (EPS), assesses the underlying economic context for these two outcomes.

A. Regional Economic Context

Oxnard’s position in the regional economy will play an important role in the economic success of the Study Area. While Oxnard’s economy is struggling along with the weak national economy, long-term prospects for the City are strong, due to attributes intrinsic to its strategic location. These include productive agricultural land, scenic coastline, connection to major highway and rail systems, proximity to Port Hueneme and the Point Mugu Naval station, and commutable access to job centers in Ventura, Santa Barbara, Los Angeles, and the San Fernando Valley.

Overall, the City is well linked to the regional economy as demonstrated by the commute patterns of its residents. Specifically, Oxnard is a heavy “out-commute” City with about 14,000 more employed residents than jobs. Less

than one-third of the City's employed residents (29 percent) work in Oxnard. Meanwhile, about 37 percent of Oxnard's jobs are held by local residents. So there is a "criss-cross" commute pattern where a significant portion of the residents who live in Oxnard don't work in Oxnard and the employees who work in Oxnard live elsewhere.

While Oxnard's economy includes significant representation in sectors as varied as healthcare, financial services, agriculture, and manufacturing, diversity has not provided meaningful protection in the current economic down cycle. Manufacturing, retail, and hospitality sectors have all been hard hit by the recession. Much of Oxnard's workforce is made up of low-skill low-education workers, who have been vulnerable to the current climate. As shown in Table 3-1, the agriculture, manufacturing, retail, and hospitality sectors rank second, third, fourth, and sixth by employment in Oxnard, totaling 44 percent of all jobs, and all but manufacturing pay in the lowest salary quartile.

The effects of the weak economy are reflected directly in the income and employment numbers. Since 2008, Oxnard personal income per capita has fallen 29 percent and unemployment rose to double digits. According to one recent estimate, unemployment significantly exceeds that reported in the City's Comprehensive Financial Report (Table 3-2) and may currently be as high as 14 percent.¹

Direct job loss in Oxnard, as distinct from the employment levels of Oxnard residents, has been equally severe. As shown in Table 3-3, the City has lost almost 5,000 jobs since 2007—a 6.7 percent drop, and a 9.9 percent drop on a per-capita basis because population has continued to rise.

¹ Bill Watkins, *Oxnard Business Outlook* 2012, October 2011

CITY OF OXNARD
DETOD FEASIBILITY STUDY
BASELINE REPORT
ECONOMICS

TABLE 3-1 **OXNARD EMPLOYMENT BY SECTOR AND SALARY**

Oxnard Employment by Sector and Salary			
Sector	2010 jobs/sector	Average Salary	Salary Rank (Quartiles)
Education-Health	20.5%	\$45,000	second
Agriculture	12.2%	\$26,000	fourth
Manufacturing	12.2%	\$30,000	third
Retail	11.9%	\$27,000	fourth
Professional Management	10.0%	\$61,000	first
Leisure-Hospitality	9.7%	\$17,000	fourth
Wholesale	5.7%	\$51,000	second
Finance-Insurance-Real Estate	4.6%	\$50,000	second
Non-Classified	4.4%	\$32,000	third
Other Services	3.2%	\$29,000	fourth
Public Administration	2.7%	\$53,000	first
Consturction	2.4%	\$53,000	first
Information	0.6%	\$41,000	third
<i>Source: EPS, SCAG, CA Employment Development Department</i>			

TABLE 3-2 **CITY OF OXNARD INCOME AND EMPLOYMENT 2001-2010**

City of Oxnard Income and Employment 2001-2010				
Year	Population	Personal Income (\$000)	Per Capita Income	Unemployment Rate
2001	177,700	3,488,251	19,630	4.90%
2002	182,027	3,599,948	19,777	5.20%
2003	181,800	3,979,057	21,887	7.40%
2004	186,122	4,207,288	22,605	5.60%
2005	188,941	4,408,869	23,346	4.90%
2006	189,990	4,652,855	24,490	4.00%
2007	192,997	4,858,838	25,176	4.70%
2008	194,905	5,166,932	26,510	6.10%
2009	197,067	5,088,467	25,821	10.30%
2010	200,004	3,707,181	18,829	10.60%
<i>Source: 2009-2010 Oxnard CAFR</i>				

TABLE 3-3 CITY OF OXNARD NUMBER OF JOBS, 2007-2010

City of Oxnard Number of Jobs, 2007-2010					
	2007	2008	2009	2010	2007-10
Jobs	59,454	58,977	55,830	55,489	
Change (#)		-477	-3,147	-341	-3,965
Change (%)		-0.80%	-5.34%	-0.61%	-6.7%
Jobs/capita	0.31	0.30	0.28	0.28	-9.9%
Source: SCAG/MDA DataQuick/EPS					

Oxnard City revenues since 2009 also show declines. As shown in Table 3-4, total revenues fell 1.5 percent between 2009 and 2010, largely as a result of falling property taxes, transit oriented taxes, and business licensing revenue. This drop occurred in spite of the fact that Oxnard implemented a new ½-cent sales tax in 2009, leading to significant increases in sales tax revenue in 2010. While sales tax increased in 2010, forecasters believe that full recovery will be gradual, as recent sales have been weak.

The prospects for a near-term economic rebound for Oxnard look poor, and economic recovery is expected to lag that of the region in general, as is typically the case for more peripheral locations like Oxnard. Job growth, according to a recent study, will be slow and insufficient to materially lower the rate of unemployment.

B. Study Area Economic Context

The location of the DETOD area in the center of Oxnard and due east of the City's traditional downtown will play a key role in determining the feasibility of revitalization efforts. The Study Area totals 129 acres and consists of a patchwork of uses and land-use designations. On the whole, the Study Area's socio-economic conditions are worse than the Oxnard average. As shown in

TABLE 3-4 **CITY OF OXNARD REVENUES 2001-2010 (\$M)**

City of Oxnard Revenues 2001-2010 (\$m)				
FY	Property Tax	Sales Tax	Other (1)	Total
2001	23.5	18.1	10.0	51.6
2002	25.9	19.8	13.3	59.1
2003	30.1	20.8	9.5	60.4
2004	35.2	22.8	11.7	69.7
2005	49.1	23.2	12.3	84.6
2006	58.5	24.0	13.1	95.6
2007	68.4	25.8	12.8	107.0
2008	75.7	24.2	13.3	113.2
2009	76.7	24.0	13.7	114.5
2010	72.8	28.1	11.8	112.8

(1) TOT, Franchise Tax, Deed Transfer Tax, Business License, Penalties and Interest
Source: 2009-2010 CAFR

Table 3-5, residents of the Five Points Northeast Neighborhood,² which encompasses the Study Area, have dramatically lower household income, pay lower rents, and experience lower property values in all housing categories. These numbers are paralleled by the high proportion of affordable or affordable-equivalent units in the area (203 out of 246, or 82 percent). In addition, the poverty level is high (32 percent compared with 15 percent elsewhere in Oxnard) and the level of educational attainment is low (76 percent without a high school degree, compared with 40 percent in Oxnard).

² Five Points Northeast contains the entire Study Area and adds a triangle-shaped area in the south bordered by Wooley Road, Oxnard Boulevard, and the VCRR rail line; and a rectangle-shaped area in the north above the Union Pacific Tracks and bordered by Third Street. The Five Points NE neighborhood is twice the size of the Study Area and contains a similar mix of uses.

TABLE 3-5 **FIVE POINTS NE NEIGHBORHOOD COMPARED WITH OXNARD**

Five Points NE Neighborhood Compared with Oxnard					
2009 Demographic Indicators	Five Points NE	Oxnard	2009 Est. Residential Values	Five Points NE	Oxnard
Median Household Income, 2009	\$21,630	\$51,221	Detached houses (11.9% sample)	\$331,544	\$477,726
Median rent in 2009:	\$727	\$1,140	Attached Units (6.2% sample)	\$171,591	\$200,385
Population Density/square mil	3051	6730	Units in duplexes (2.0% sample)	\$137,500	\$157,274
Less than Highschool Education	76%	40%			
Below Poverty Level	31.6%	15.1%			

Source: City-data.com

Despite the below average socio-economic conditions facing Study Area residents, the location serves as a vital economic node within Oxnard. The Census Block group area,³ which encompasses the Study Area, has an estimated 429 residents and 3,276 jobs. This represents a large employment location in the City, accounting for about 7 percent of the City's jobs. Although the Study Area is half the size of the Census Block area, it still stands as a significant jobs node.

It is worth noting that, in contrast to the City as a whole, the Study Area appears to employ a slightly higher proportion of local residents than the City as a whole, as about 45 percent of the jobs are held by local residents. This shows, to a degree greater than elsewhere in Oxnard, that the Study Area already offers some of the benefits of a live-work community. These could potentially be enhanced by increasing the residential density of the Study Area (at currently 3,051 people per square mile in the Five Points

³ The Census Block area contains the entire Study Area and adds a rectangle extending directly east with Wooley Road and Third Street forming southern boundaries and Rose Avenue forming the eastern boundary. The Census Block Area is roughly twice the size of the Study Area. It contains a similar mix of industrial uses with a lower proportion of residential and retail uses.

Northeast neighborhood compared with 6,730 for Oxnard as a whole⁴) and retaining existing jobs.

C. Residential Market

The performance of the local residential market will be critical to the success of the DETOD vision as a higher-density, mixed-use district. Like many areas in California, Oxnard saw a large quantity of residential construction in the prior decade as developers pursued a vision for the City as a lower-cost alternative to neighboring Ventura and Camarillo. However, paralleling national trends, the residential boom proved to be something of a speculative bubble. As shown in Table 3-6, residential permitting peaked in 2003 before falling to ten-year lows in 2009 and 2010. From 2000 to 2006, median home sales prices nearly tripled from \$206,000 to \$593,000 before dropping nearly by half to \$295,000 in 2010.

The leading edge of Oxnard residential development is represented by the 700-acre master-planned RiverPark project, a fully self-contained community with its own retail, amenities, and schools. While the first RiverPark units were completed in 2007, build-out of the planned 2,800 units has slowed considerably.

As shown in Table 3-7, roughly 72 percent of the residential units built in Oxnard in the last 15 years were single-family-detached or single-family-attached, increasing the City's proportion of single-family residences from 63 percent in 1995 to 65 percent in 2009. While this is a lower proportion of single-family residences than elsewhere in Ventura County, where 74 percent of units are single-family, Oxnard is still largely a suburban housing market.

According to SCAG, renters make up 45 percent of Oxnard's residential users, higher than the 35 percent figure for Ventura County as whole. This higher percentage of renters may be attributable in part to the comparatively

⁴ City.Data.com

TABLE 3-6 **OXNARD RESIDENTIAL PRICING AND PERMITTING**

Oxnard Residential Pricing and Permitting											
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Housing Permits Issued	1,032	441	779	1,083	536	764	873	758	343	145	160
Median Home Sales Prices (\$000)	\$206	\$235	\$270	\$352	\$450	\$567	\$593	\$530	\$330	\$280	\$295
<i>Source: SCAG/Construction Industry Research Board/MDA DataQuick</i>											

weak economic profile of Oxnard residents and to the fact that short-term residents affiliated with the military bases make up a significant portion of the population.

Oxnard's emergence as a bedroom community alternative to Ventura and Camarillo in recent years has helped provide residents with contemporary suburban housing options that neighboring cities have long enjoyed. It is arguable that interest in the kind of high-density multi-family arrangements envisioned for the DETOD will occur only after the pent-up demand for a planned suburban environment has been satisfied.

If and when a market for urban-style units emerges in Oxnard, it will likely be in the downtown area west of the DETOD. Oxnard's original downtown is a fine-grained and walkable district that also hosts the City's civic functions, including City Hall and the Main Public Library. Fifteen years of concentrated redevelopment efforts by the City have brought a variety of restaurants, entertainment options, historical attractions, and services to the area. Nonetheless, downtown Oxnard remains a work in progress, as the commercial activity and foot-traffic envisioned for the area has not materialized.

Tentative plans for downtown are in place to construct multifamily residential units in the blocks just west of Centennial Plaza, and five additional adjacent downtown parcels with the potential for 1,000 units have also been identified. Most of the potential units lie within a ¼-mile of the Oxnard Transit

TABLE 3-7 POPULATION AND HOUSING UNIT TYPE (1995-2010)

Jurisdiction	Amount by Year ¹						Growth 1995-2010	
	1995 #	%	2000 #	%	2005 #	2009 ² #	#	%Δ
Oxnard								
Housing Units								
SF	27,518	63%	30,020	65%	33,085	34,134	6,616	24.0%
MF	12,888	30%	13,208	29%	13,986	15,491	2,603	20.2%
Mobile Homes	3,014	7%	2,940	6%	2,946	2,946	-68	-2.3%
Total	43,420	100%	46,168	100%	50,017	52,571	9,151	21.1%
Vacancy Rate	4.0%		3.5%		3.5%	3.5%		
Population	157,494		174,626		189,276	200,004	42,510	27.0%
Ventura County								
Housing Units								
SF	177,333	74%	190,200	75%	202,146	205,749	28,416	16.0%
MF	51,473	21%	52,209	21%	56,135	60,640	9,167	17.8%
Mobile Homes	12,181	5%	12,175	5%	12,306	12,362	181	1.5%
Total	240,987	100%	254,584	100%	270,587	278,751	37,764	15.7%
Vacancy Rate	4.1%		3.4%		3.3%	3.5%		
Population	707,772		765,557		814,853	844,713	136,941	19.3%

(1) Reflect amount at year end (i.e. January 1st of subsequent year)

(2) Breakout of housing units by type were not available for 2010.

Source: California Department of Finance; Economic & Planning Systems, Inc

Center and could satisfy some of the goals for the DETOD area if built. All such plans, however, have been delayed due to the weak overall residential market.

The Study Area lies just east of downtown, and the prospects for the proposed DETOD development depend to a degree on the success of downtown redevelopment. Several obstacles may hinder this from happening, however. Most important is the general state of the economy, which has dampened downtown retail performance and delayed residential expansion.

A second obstacle is represented by the perceived “chasm” between central downtown and the Study Area. The effects of downtown revitalization extend no further east than the east side of A Street, which has left a block-wide strip separating the Study Area from downtown. Oxnard Boulevard, with its heavy truck traffic and dilapidated streetscape condition, represents the biggest challenge. If the DETOD is to leverage proximity to downtown, this chasm must be bridged.

D. Retail Market

The Draft 2030 General Plan and Compass Blueprint visions for the DETOD area propose only small-scale retail to service the needs of residents and commuters, and this analysis considers retail feasibility for the area only as an adjunct to residential uses. However, as argued above, the DETOD area will benefit from the revitalization of downtown Oxnard, and conversely, the ongoing struggles of downtown Oxnard’s retail sector may act as an impediment.

In general, Oxnard and the surrounding Cities of Ventura and Camarillo may be over-retailed, the legacy of intense inter-city competition for sales tax revenue from retailers located along the 101 highway. Evidence for this can be found in Table 3-8, which shows a steep ramp-up of retail sales in the region as new retail came on line followed by an equally steep crash through the present day, when the economy sagged.

TABLE 3-8 OXNARD, CAMARILLO, AND VENTURA CITY COMPARATIVE RETAIL SALES 2002-2010

Oxnard, Camarillo, and Ventura City Comparative Retail Sales 2002-2010	2002	2003	2004	2005	2006	2007	2008	2009	2010	2006-10 Avg. Growth
Oxnard										
Retail Sales Total (\$000)	\$1,587,405	\$1,716,352	\$1,822,135	\$1,893,914	\$1,893,276	\$1,809,324	\$1,648,459	\$1,436,959	\$1,477,138	-6.0%
Per Capita Sales Total	\$8,880	\$9,445	\$9,804	\$10,091	\$10,003	\$9,433	\$8,503	\$7,298	\$7,386	-7.3%
Per Capita Sales Index	100.0%	106.4%	110.4%	113.6%	112.6%	106.2%	95.8%	82.2%	83.2%	
Camarillo										
Retail Sales Total (\$000)	\$574,452	\$645,898	\$709,269	\$759,559	\$797,448	\$847,151	\$883,616	\$810,794	\$835,278	1.2%
Per Capita Sales Total	\$9,665	\$10,657	\$11,486	\$12,164	\$12,483	\$12,993	\$13,571	\$12,269	\$12,525	0.1%
Per Capita Sales Index	100.0%	110.3%	118.8%	125.9%	129.2%	134.4%	140.4%	126.9%	129.6%	
Ventura City										
Retail Sales Total (\$000)	\$1,419,416	\$1,505,464	\$1,641,053	\$1,704,450	\$1,707,140	\$1,705,586	\$1,505,335	\$1,317,593	\$1,350,712	-5.7%
Per Capita Sales Total	\$13,832	\$14,443	\$15,648	\$16,165	\$16,058	\$15,964	\$13,978	\$12,123	\$12,285	-6.5%
Per Capita Sales Index	100.0%	104.4%	113.1%	116.9%	116.1%	115.4%	101.1%	87.6%	88.8%	-6.5%
Oxnard/Camarillo/Ventura Totals										
Per Capita Sales Total	\$10,508	\$11,160	\$11,837	\$12,256	\$12,234	\$11,988	\$11,011	\$9,593	\$9,726	-5.6%
Per Capita Sales Index	100.0%	106.2%	112.7%	116.6%	116.4%	114.1%	104.8%	91.3%	92.6%	

Source: California Retail Survey 2010, EPS

The shopping center sub-use category in Oxnard has seen strong declines in particular with a vacancy rate currently at nearly 10 percent, as shown in Table 3-9. In the best of times, downtown retailers, located 2.5 miles from the highway via an indirect route of surface streets, have not competed well against the highway-based centers, and in the current economy, they have fared even worse.

Finally, also shown in Table 3-9, Oxnard is scheduled to gain 610,000 additional square feet of premium retail space at The Collection at RiverPark—the largest single amount of retail under construction anywhere in the Los Angeles region. This vast bump in supply is likely to increase vacancies and put further downward price pressure on local rents.

E. Central Industrial Area Agricultural Processors

Several key goals of the DETOD vision articulated in the Draft 2030 General Plan and the Compass Blueprint Grant Application stipulate reductions in greenhouse gas (GHG) emission, water use, and energy use by relocating industrial operators in the Central Industrial District to a new location closer to the highway. This would also require operators to upgrade their facilities.

This underlying premise, which assumes such relocation is operationally sensible and financially feasible (or can be made so) for the operators, is probably not realistic in the near- and medium-term. Relocation of the agricultural processing cluster would likely generate high direct and indirect costs for the operators and the City. In fact, given the underlying economics, current uses in the Central Industrial Area may also be the highest and best uses.

Most importantly, agricultural processors provide an important economic resource for the City. JM Smucker, which is located in the Central Industrial Area, is one of the City's largest employers, as shown in Table 3-10. Many ancillary businesses, such as box manufacturers and refrigeration companies, cluster around the agricultural processors in a mutually reinforcing business relationship. Costly relocation could fundamentally change the economics of

TABLE 3-9 OXNARD MARKET RATES BY RETAIL SUB-USE, MID-YEAR 2011

Market	Vacancy			YTD Net		YTD Deliveries	Under Construc-	Quoted Rates
	Total GLA	Direct sf	Total SF	Vac%	Absorp-			
General	4,949,378	154,964	154,964	3.10%	25,965	0	0	\$17.60
Mall	0	0	0	0.00%	0	0	610,000	\$0.00
Power	1,337,151	72,629	72,629	5.40%	2,421	0	0	\$18.56
Shopping Center	4,094,973	401,107	404,331	9.90%	-22,373	0	0	\$22.66
Specialty	0	0	0	0.00%	0	0	0	\$0.00
Source: CoStar								

TABLE 3-10 CITY OF OXNARD PRINCIPAL EMPLOYERS

City of Oxnard Principal Employers	Employees	Rank	Percentage of	
			Total City	Employment
St. John's Regional Medical Center	1,500	1	2.83%	
City of Oxnard	1,206	2	2.27%	
Oxnard Elementary School District	1,051	3	1.98%	
Boskovich Farms	1,000	4	1.88%	
Haas Automation	750	5	1.41%	
Oxnard College	700	6	1.32%	
Oxnard Union HS District	600	7	1.13%	
JM Smucker	500	8	0.94%	
Proctor and Gamble	500	9	0.94%	
Richview Western	500	10	0.94%	
Source: 2009-2010 CAFR				

doing business in Oxnard and even jeopardize continued tenancy. In a new location, current users would no longer enjoy the benefits of grandfathered code, and compliance would likely require purchase of additional land—perhaps as much as 50 percent more than what is currently used. In addition, because current capital assets remain only partially amortized, near- and medium-term acquisition of new capital equipment would represent a huge loss of value—only a small amount of which could be recovered by more efficient water and energy use.

The current location of the agricultural processing cluster is already operationally efficient, and moving even closer to agricultural production would save only a few miles and yield minimal business benefits. Conversely, relocation risks losing the co-location benefits of so many ancillary businesses, as noted above. While the current location lacks space for expansion, which constrains the potential for on-site growth, additional growth can be accommodated incrementally. In other words, expansion does not require a large alternative site to which all current users must re-locate.

Finally, relocation of the agricultural users within Oxnard may not comply with General Plan guidelines for land use, which has no place to accommodate these users. The General Plan foresees re-zoning the entire DETOD area as CBD (Central Business District), but it does not provide for the creation of an equivalent amount of M2 land lost. As noted, relocated agricultural processors would likely require a greater quantity of M2 land than is currently used.

F. The Ventura County Railroad

As mentioned above, the Draft 2030 General Plan proposes re-zoning the DETOD area as CBD, which would make not only industrial uses incompatible, but also render as incompatible the use of the Ventura County Railroad (VCRR), which runs a short-line, a spur, and a train yard in the Study Area. Implementation of the CBD zoning over VCRR rights of way depends

on whether the line continues operation or whether it can be feasibly relocated.

The combined area of VCRR represents only a small proportion of the Study Area, but the location of the short-line, which runs diagonally from the southeast to the northwest before meeting up the Union Pacific Railroad (UPRR) at the Oxnard Transit Center, creates awkwardly shaped parcels that effectively isolate large areas, making land use planning for redevelopment a challenge. But while removing the VCRR tracks could free up land for redevelopment, it would do so at the expense of the economic value provided today and in the future unless successfully relocated in a manner that preserves its current function.

Port Hueneme, which handles automobiles, fresh fruit, and bulk liquid as its major cargo categories, relies heavily on the VCRR short-line, the main rail conduit connecting the Port to the Union Pacific line. Trucks are the Port's primary means of transport, but a significant portion of cargo is moved by rail. Furthermore, a working connection with the UPRR is critical for future Port expansion.

The Ventura County Naval Base also uses the line and considers it a strategic necessity for potential mobilization efforts. The Base is not currently a central node in the Navy's operations and may be a candidate for closure at some point, but it will remain in Oxnard for the foreseeable future.

A study commissioned by the Port in 2000 estimated a contribution of almost 3,500 jobs to Ventura County in 2000. (A new study from Cal Lutheran University, due in late 2011, is expected to update these numbers.) Using the 2000 study and methodology as a basis, EPS has estimated in 2010 the Port contributed nearly 1,700 jobs to Oxnard, as shown in Table 3-11.

Given the current and likely future value of the VCRR short-line, closure does not appear to be an economically feasible or likely option. Rather, successful relocation will be required to preserve its current economic function.

CITY OF OXNARD
DETOD FEASIBILITY STUDY
BASELINE REPORT
ECONOMICS

However, the long-term viability of the VCRR will depend on a variety of economic factors, including international trade patterns, the performance of Port facilities elsewhere (i.e. Port of LA), most of which cannot be predicted with certainty at this time. Consequently, it is appropriate to consider the long-term implications and reuse options in the event that this facility eventually becomes obsolete.

TABLE 3-11 **JOBS CONTRIBUTION TO OXNARD BY PORT OF HUENEME**

Jobs Contribution to Oxnard by Port of Hueneme					
	2000 Study		2010 Estimate		
	County		County	Oxnard	
Metric Tons Handled 2000 (1)	1,403,020	(1)	1,256,408	(2)	
Direct Jobs Created	2,183	(1)	1,955	(3)	75% 1,466 (4)
Indirect Jobs Created	1,288	(1)	1,153	(3)	20% 231 (4)
Total Jobs Created	3,471		3,108		55% 1,697
<i>Sources:</i>					
(1) <i>The Economic Impact of the Port of Hueneme on Ventura County for Fiscal Years 2000 and 2010, 11/1/2000, Leeper, Cambridge & Campbell</i>					
(2) <i>Port Hueneme Comprehensive Annual Financial Report FY Ending June 30, 2010</i>					
(3) <i>Prorated by tons/jobs ratio</i>					
(4) <i>EPS estimate</i>					

4 CIRCULATION

This chapter describes the existing circulation conditions within the Oxnard DETOD Study Area. It includes a multi-modal review of circulation in the Study Area, including pedestrian facilities, bike facilities, transit service, and estimated automobile trips. It also includes an assessment of internal block connectivity and access to the Oxnard Transit Center (OTC), particularly for pedestrians. The following discussion is based on field observations, the Oxnard Bicycle and Pedestrian Master Plan, data from Gold Coast Transit and Metrolink, the Institute of Transportation Engineers (ITE) trip generation, and the Mixed Use Trip Generation (MXD).

A. Pedestrian Facilities

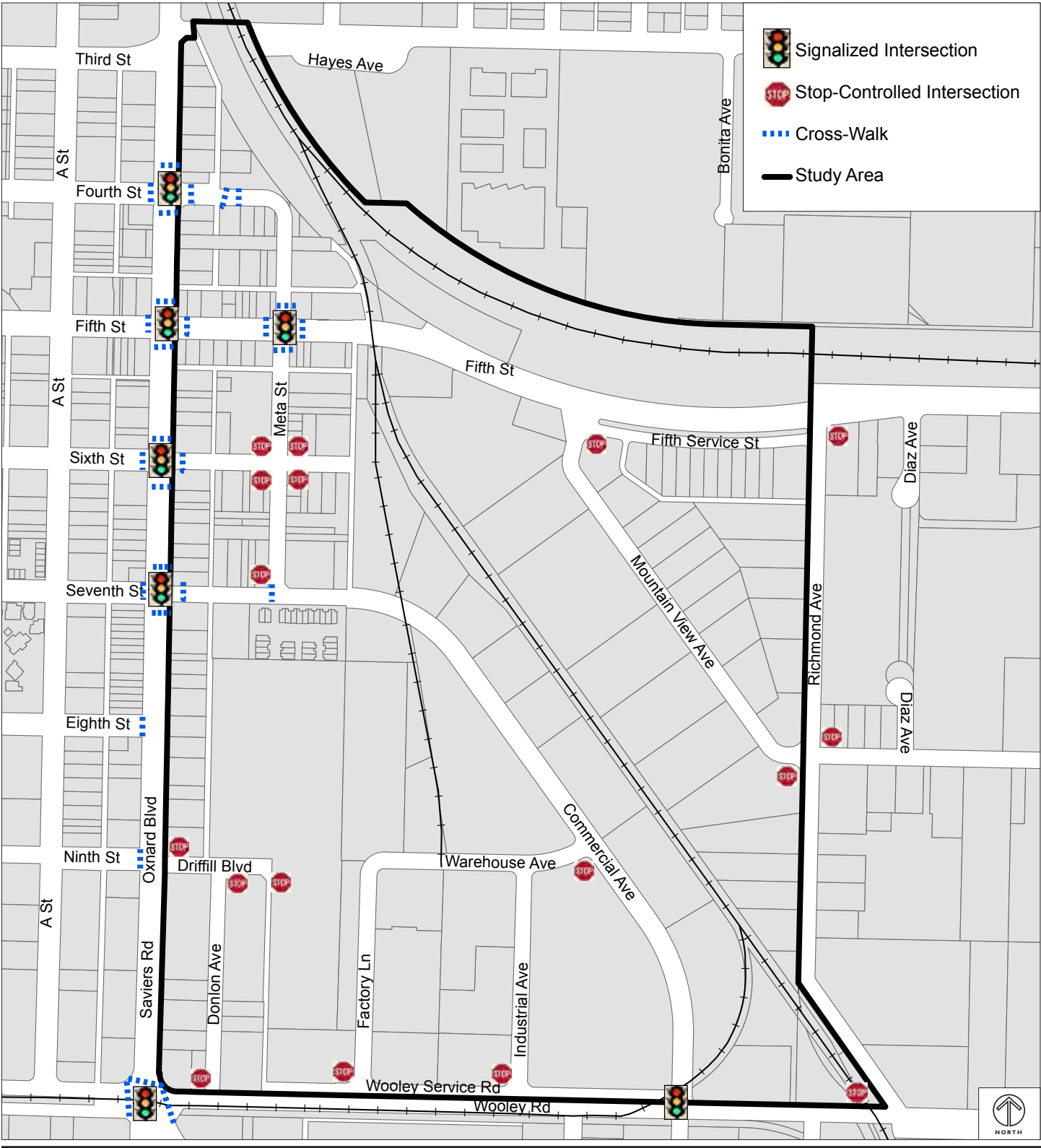
The condition of pedestrian facilities in the Study Area varies broadly by location. This section briefly profiles street segments based on 1) the availability and condition of sidewalks, 2) the type of street lighting offered, 3) the presence of street trees and streetscape design elements, and 4) an overall assessment of its walkability, particularly as it relates to connecting pedestrians to the OTC. The controls of each Study Area intersection are shown in Figure 4-1. Figure 4-1 also provides the location of existing crosswalks.

Surveyed streets in the Study Area include:

- ◆ **4th Street** – Oxnard Boulevard to 5th Street – 4th Street provides the entrance into the OTC from both Oxnard Boulevard and 5th Street, and as such is an important pedestrian corridor. 4th Street provides sidewalks on both sides of the street, although not necessarily always parallel to the street; however sidewalks and crosswalks direct pedestrian traffic to the OTC. Lighting is provided at automobile and pedestrian scales on the east/west segment of the street; there is almost no street lighting on the north-south segment (see photo to the right for a comparison of pedestrian and auto-scaled lighting). There are occasional trees on 4th Street.
- ◆ **5th Street** – Oxnard Boulevard to Richmond Avenue – 5th Street is also an important pedestrian corridor as it provides access to the OTC and downtown Oxnard. 5th Street has sidewalks, pedestrian-scale street



Pedestrian-scaled lighting that serves the sidewalk compared to auto-scale lighting that primarily serves cars on the street.



Source: Fehr & Peers.

FIGURE 4-1
STUDY AREA INTERSECTIONS AND CROSSWALKS

lighting, trees, and street furniture (planters) on both sides of the street from Oxnard Boulevard to the railroad tracks, creating an attractive and welcoming pedestrian environment. East of the railroad tracks, there is automobile-scale lighting only on the south side of 5th Street, and a cement sidewalk on the south side of the street only until Mountain View Avenue. The lack of streetscape amenities east of the tracks act as a deterrent for pedestrians to walk to downtown and the OTC from the eastern portion of the Study Area even though it is within a half mile walking radius of the station.

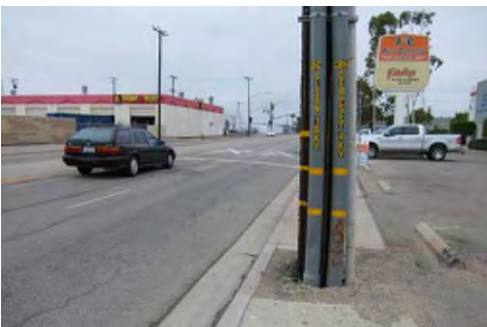
- ◆ **5th Street, Service Street** – Mountain View Avenue to Richmond Avenue – The 5th Street Service Street provides access to businesses and on-street parking while maintaining the free flow of traffic on 5th Street. It is primarily an auto-oriented street, conducive to the auto-oriented land uses that line the south side of the corridor. On the 5th Street Service Street, there is no sidewalk on the north side of the street and a discontinuous sidewalk on the south side of the street towards the west of the segment. There is automobile scale street lighting on the south side of the street, and no trees on either side of the street. A wide planted median separates the Service Street from 5th Street. Similar to 5th Street east of the tracks, the 5th Street Service Street lacks the pedestrian amenities to encourage walking to downtown and the OTC from this area of the Study Area.
- ◆ **6th Street** – Oxnard Boulevard to North/South Alley – 6th Street has sidewalks, pedestrian scale lighting, and intermittent trees on both sides of the street. The small block lengths and attractive streetscape lend itself to pedestrian activity.
- ◆ **7th Street** – Oxnard Boulevard to North/South Alley – There are sidewalks, pedestrian scale lighting, and trees on both sides of 7th Street, as shown in the photo to the right. Similar to 6th Street, the small block lengths and attractive streetscape encourage pedestrian mobility; however, large trucks travel from Commercial Avenue to Oxnard Boulevard along 7th Street, diminishing the pedestrian character of this corridor.



Pedestrian-scaled lighting and trees on both sides of 7th Street.

- ◆ **Driffill Boulevard** – Oxnard Boulevard to North/South Alley – Driffill Boulevard in the Study Area is a short block leading to the entrance to the Royal Palms Mobile Home Park. There are sidewalks, pedestrian-scaled lighting, and trees on both sides of Driffill Boulevard, creating an attractive setting for pedestrians.

- ◆ **Wooley Road** – Oxnard Boulevard to Richmond Avenue – Wooley Road forms the southern boundary of the Study Area. It is a designated truck route through Oxnard and is also the route for the Ventura County Railroad, which is a short-line freight railway that connects the Union Pacific railroad in Oxnard to the Naval Base in Port Hueneme. There is a nearly continuous cement sidewalk on the north side of Wooley Road (although it is occasionally impeded, as shown in the photo to the left), and there is a curb and dirt sidewalk, as well as the railroad, on the south side of the street. There is automobile-scaled lighting and trees on the north side of the street, and limited automobile-scaled lighting on the south side of the street. A short service road extends on the north side of the street between Donlon Avenue and Industrial Avenue. Given the heavy industrial businesses that serve as the primary land use along this corridor, and its designation as truck and freight routes, an auto-orientation as opposed to a pedestrian-orientation is an appropriate characterization for this corridor. It is also outside of the half-mile walking radius to the OTC.



On the north side of Wooley Road, looking west, the sidewalk is impeded by a telephone pole.



Oxnard Boulevard provides trees and landscaping in the median north of Driffill Boulevard.

- ◆ **Oxnard Boulevard** – 3rd Street to Wooley Road – Oxnard Boulevard, also currently Highway 1, is a major arterial in the City of Oxnard that forms the western boundary of the Study Area. In the Study Area, Oxnard Boulevard features wide cement sidewalks, automobile scale lighting, and intermittent trees on both sides of the street. The street also provides a planted median that includes mature trees north of Driffill Boulevard, as shown in the photo to the left. Oxnard Boulevard currently separates the DETOD Study Area from the rest of downtown Oxnard to the west. Enhancing the pedestrian streetscape along this corridor will help soften this visual barrier that separates these two areas.

- ◆ **Donlon Avenue** – Driffill Boulevard to Wooley Road – There are cement sidewalks, pedestrian scale and automobile scale lighting as well as trees on both sides of Donlon Avenue. The streetscape along this street enhances as one moves north near the residential areas.
- ◆ **Meta Street – 5th Street to 7th Street** – Meta Street is an important north/south street forming a gateway into the OTC. There are cement sidewalks, pedestrian-scale lighting, and intermittent trees on both sides of Meta Street. Similar to 6th and 7th Streets in the Study Area, the small blocks and pedestrian-friendly streetscape encourage walking along this corridor.
- ◆ **Warehouse Avenue/Factory Lane** – Wooley Road to Commercial Avenue – This street separates the Downtown East area of the Study Area from the Central Industrial area. There are a combination of gravel and cement sidewalks on the south and east sides of Warehouse Avenue/Factory Lane and a combination of cement and dirt sidewalks with overgrown vegetation on the north and west sides of the street. There is intermittent automobile-scale lighting on the north side of Warehouse Avenue, and occasional trees on both sides of the street. Warehouse Avenue/Factory Lane, while partially within the half mile radius of the OTC, does not provide convenient access for pedestrians to the station. Nor do the uses lend this area to pedestrian activity as truck traffic is heavy along this street.
- ◆ **Industrial Avenue** – Warehouse Avenue to Wooley Avenue – This street is in the heart of the Central Industrial Area. There are sidewalks, automobile-scale lighting, and trees on both sides of Industrial Avenue. Similar to Factory Lane, Industrial Avenue experiences heavy truck traffic and does not currently lend itself to pedestrian activity.
- ◆ **Commercial Avenue** – North-South Alley to Wooley Road – Commercial Avenue is also in the heart of the Central Industrial Area. For most of the corridor, there is a cement sidewalk on the east side of the street and a dirt sidewalk on the west side of the street; there are cement sidewalks on both sides of the street towards the northern end of the segment. This street is extremely wide without any lane demarcations ex-



Commercial Avenue is extremely wide with no defined lanes.



Mountain View Avenue lacks curbs, sidewalks and trees.



Tree roots damage a sidewalk on Richmond Avenue.

cept for a center line (see photo to the left). Lighting is at automobile scale, and trees are sporadic, mostly on the west side of the street. Truck traffic is also heavy along this corridor, which creates compatibility issues as it transitions to the more residential and commercial character of 7th Street towards the west.

- ◆ **Mountain View Avenue** – 5th Street to Richmond Avenue – Mountain Avenue separates the Central Industrial Area from the Auto Repair District. There are no sidewalks, curbs or trees on either side of Mountain View Avenue (see photo to the left). There is some automobile-scale lighting on the west side of the street. The lack of pedestrian amenities, heavy truck traffic, and industrial and auto-oriented uses deter pedestrians from utilizing this street to traverse from 5th Street to Richmond Avenue.
- ◆ **Richmond Avenue** – 5th Street to Wooley Road – Richmond Avenue forms the eastern boundary of the Study Area. There are virtually no sidewalks on either side of Richmond Avenue, except for the short segment on the east side of the street adjacent to Advanced Structural Alloys that has been disrupted by tree roots (see photo to the left). There are intermittent automobile-scale lighting and trees on both sides of the street. In addition to the heavy truck traffic, industrial uses and lack of street-scape amenities, this corridor is largely outside of the half mile radius, which suggests that pedestrians are unlikely to walk to the OTC from as far as Richmond Avenue.

B. Bicycle Facilities

There are no bicycle facilities in the Study Area under existing conditions, but there are several facilities nearby. All of these facilities are Class II bike lanes except as noted. They are described below based on the recent draft of the Oxnard Bicycle and Pedestrian Master Plan and site observations. Opportunities should be explored to extend existing bicycle facilities to the Study Area and enhance connectivity to the OTC and existing businesses and residences in the area.

- ◆ Bicycle connections to the west include: Wooley Avenue at E Street; 7th Street at D Street
- ◆ Bicycle connections to the east include: Eastman Avenue at Rose Avenue
- ◆ Bicycle connections to the south include: Saviers Road at Oxnard Boulevard; Pacific Avenue at Wooley Avenue; Rose Avenue at Wooley Avenue
- ◆ Bicycle connections to the north include: Hobson Way/H Street; Oxnard Boulevard north of Colonia Road (Class I bike path); Rose Avenue north of Camino Del Sol

Minimal bicycle parking was observed in the vicinity of the Study Area, with the largest concentration occurring at the Metrolink Oxnard Station where both lockers and racks are available.

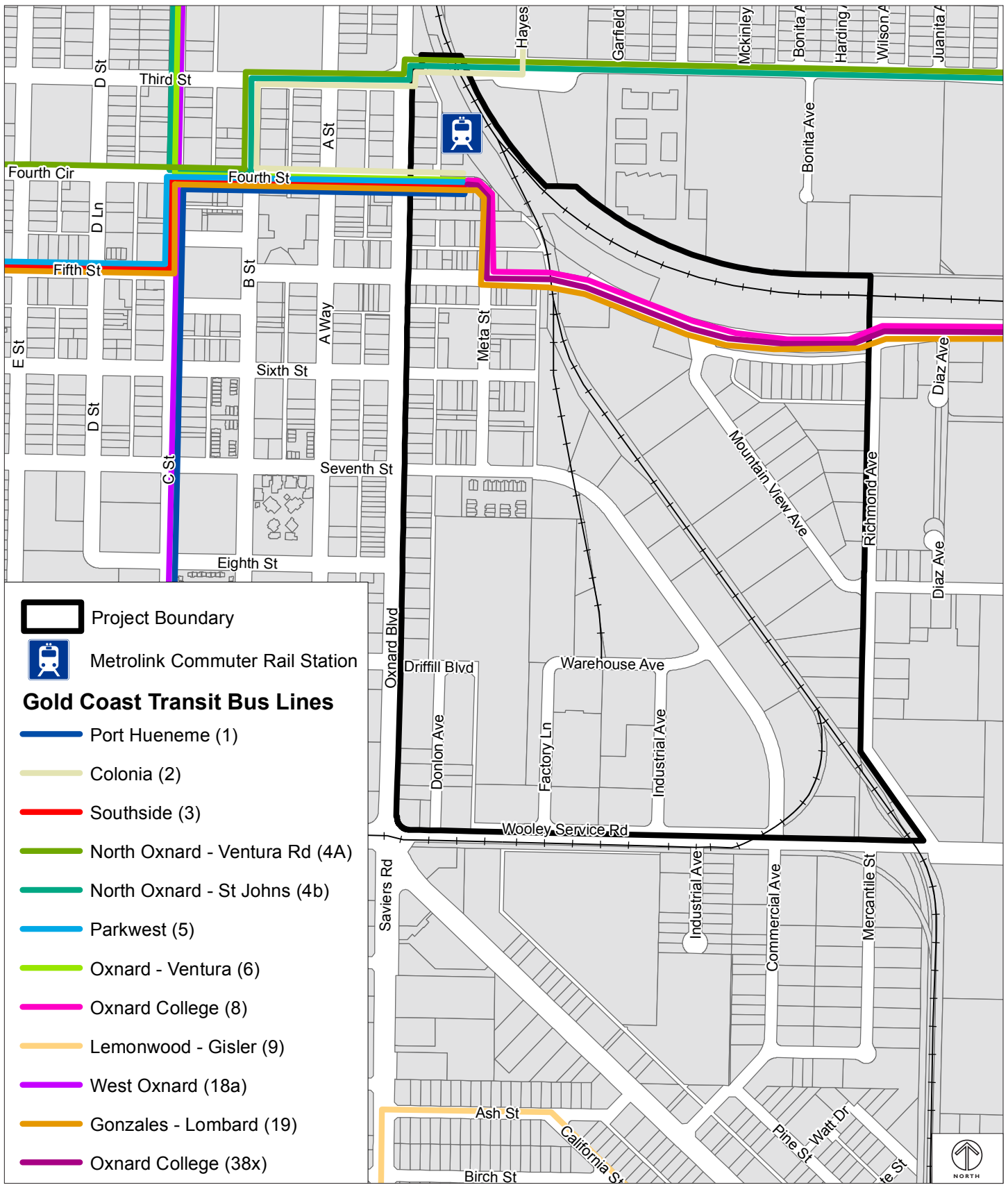
C. Public Transit

This section describes the existing public transit operators that serve the Study Area and the current service provisions.

1. Gold Coast Transit

Gold Coast Transit operates 18 bus lines in Oxnard, and eleven of these bus lines pass within a half mile of the Study Area, to the north, south, east, or west, as shown in Figure 4-2. These eleven lines are described below:

- ◆ **Line 1 Port Hueneme – Oxnard Transportation Center** – Weekday headways during the AM and PM peak hours on Line 1 are approximately 25 minutes. In June 2011, there were 1,697 daily boardings on Line 1.
- ◆ **Line 2 Colonia** – Weekday headways during the AM and PM peak hours on Line 2 are approximately 40 minutes. In June 2011, there were 305 daily boardings on Line 2.



Source: Fehr & Peers.

FIGURE 4-2

GOLD COAST TRANSIT BUS LINES

- ◆ **Line 3 Southside** – Weekday headways during the AM and PM peak hours on Line 3 are approximately 55 minutes. In June 2011, there were 354 daily boardings on Line 3.
- ◆ **Line 4A North Oxnard via Ventura Road** – Weekday headways during the AM and PM peak hours on Line 4A are approximately 50 to 60 minutes. In June 2011, there were 239 daily boardings on Line 4A.
- ◆ **Line 4B North Oxnard via St. Johns** – Weekday headways during the AM and PM peak hours on Line 4B range from 15-55 minutes. In June 2011, there were 560 daily boardings on Line 4B.
- ◆ **Line 5 Parkwest** – Weekday headways during the AM and PM peak hours on Line 5 range from 35 to 55 minutes. In June 2011, there were 444 daily boardings on Line 5.
- ◆ **Line 6 Oxnard-Ventura/Main Street** – Weekday headways during the AM and PM peak hours on Line 6 range from 15 to 35 minutes. In June 2011, there were 2,495 daily boardings on Line 6.
- ◆ **Line 8 Oxnard College** – Weekday headways during the AM and PM peak hours on Line 8 are approximately 40 minutes. In June 2011, there were 554 daily boardings on Line 8.
- ◆ **Line 9 Lemonwood/Gisler** – Weekday headways during the AM and PM peak hours on Line 9 are approximately 40 minutes. In June 2011, there were 170 daily boardings on Line 9.
- ◆ **Line 19 Gonzales – Lombard – Oxnard Transportation Center** – Weekday headways during the AM and PM peak hours on Line 19 are approximately 60 minutes. In June 2011, there were 238 daily boardings on Line 19.
- ◆ **38X Oxnard College Sunday Express** – Line 38X operates on Sundays from 11:00 AM to 3:30 PM with headways of 60 minutes. Data on boardings was not available for Line 38X.

2. Metrolink and Amtrak

The Ventura County Metrolink and Amtrak Lines are accessible from the Metrolink Oxnard Station located at the OTC. Los Angeles-bound trains run Monday through Friday at 5:39 AM, 6:17 AM, 6:56 AM and 7:37 AM and arrive at Union Station in downtown Los Angeles approximately 90 minutes later. East Ventura-bound trains from Union Station arrive in Oxnard Monday through Friday at 9:21 AM, 5:53 PM, 6:38 PM, and 8:14 PM.

There are about 100 Metrolink boardings at the Oxnard Station each week-day. For fiscal year 2011, there were an average of 106 boardings in Q1 (July-September 2010), 102 boardings in Q2 (October-December 2010), and 100 boardings in Q3 (January-March, 2011).

D. Trip Generation Estimates

In order to provide a benchmark for comparison with proposed TOD land uses within the Study Area, the Institute of Transportation Engineers (ITE), 8th Edition and Mixed Use Trip Generation Methodology (MXD) was applied to the existing land uses in the Study Area.

Vehicle trip rates presented in the ITE Trip Generation 8th Edition were used to estimate number of trips to and from the project site. The ITE trip generation estimates are shown in Table 4-2.

The MXD method was developed through a national study for the US Environmental Protection Agency (EPA) to more accurately predict vehicle trips by accounting for the smart growth (or "D") characteristics of the development site and its surrounding built environment. These characteristics include the following:

- ◆ Density
- ◆ Diversity (mix) of land uses
- ◆ Design and connectivity of site circulation
- ◆ Destination accessibility
- ◆ Distance to transit

- ◆ Demographics
- ◆ Development scale

Many of the built environment variables are known to influence travel behavior, including density, diversity, development scale, design, and distance to transit. Table 4-1 details the input values (and data source) for MXD trip generation estimates in the Oxnard DETOD Study Area. The MXD trip generation estimates are shown in Table 4-2. These inputs will be used for comparison purposes to assess how the Study Area improves with respect to vehicle trip generation with future changes to the land use and circulation patterns.

E. Goods Movement

Goods movement is an integral part of the circulation system within the Study Area. Large trucks are the operational equivalent of five passenger cars in traffic. While large trucks are necessary for the delivery of agricultural goods, products and materials, the size and weight of the commercial vehicle often leads to excessive wear on roadways and traffic congestion.

There has been a shift in goods movement over the years, from the largest proportion of commodities being shipped via rail, to the largest proportion of commodities being shipped by truck. Some of the factors involved in this shift include the deregulation of the rail and shipping industry, the completion of major highway networks and the flexibility and speed of truck operations. This shift has affected goods movement within the Study Area, as described below.

1. Truck Routes

Specific roadways have been designated as truck routes within the City of Oxnard. These roadways are generally arterial streets with few or no adjacent residential properties and have been selected to minimize the noise and vibration impacts. The only City-designated truck route, within or adjacent to the Study Area, is Wooley Road, which runs east-west along the southern boundary of the Study Area. However, trucks are currently permitted on other

CITY OF OXNARD
 DETOD FEASIBILITY STUDY
 BASELINE REPORT
 CIRCULATION

TABLE 4-I **MXD MODEL INPUTS**

Input Variable	Input Value	Source
Project Area (Acres)	146.9	The Planning Center DC&E
Number of Intersections	24	Site Plan
Transit Available Adjacent to Site	Yes	Site Plan
Surrounding Block Group Average Household (HH) Size	2.22	Block Group 1 of CT 47.06; The Planning Center DC&E
Average Vehicles Owned per Dwelling Unit	0.7	Block Group 1 of CT 47.06; The Planning Center DC&E
Employment Within 1 Mile of the Project Site	16,809	SCAG Travel Demand Model
Employment Within a 30-Minute Trip by Transit	65,508	SCAG Travel Demand Model
Residential Dwelling Units	4 SF, 90 MF, 152 Mobile Homes	
General Retail (ksf)	109	
Supermarket (ksf)	7	
Restaurant (ksf)	62	
Gas Station	4	
Auto Repair	210	The Planning Center DC&E
Non-Medical Office	72	
Medical Office	22	
Light Industrial	217	
Manufacturing	513	
Warehousing/Self-Storage	20	
Motel (Rooms)	66	Reported by motel operators
Metrolink (Daily Riders)	100	Reported by Metrolink

Source: Fehr & Peers

TABLE 4-2 **TRIP GENERATION ESTIMATES**

Results	External Vehicle Trips			Vehicle Miles Travelled (VMT)		
	ITE	MXD	% Change	ITE	MXD	% Change
Daily	33,232	26,349	21%	80,582	63,902	21%
AM Peak Hour	2,815	2,207	22%	8,760	6,845	22%
PM Peak Hour	3,265	2,586	21%	8,742	6,918	21%

Source: Fehr & Peers

streets within the Study Area, although these are not designated as truck routes. Strategies for transitioning the Study Area to transit-oriented and pedestrian-friendly uses should consider the need to dissuade or prohibit trucks from travelling down certain corridors designed for TOD uses.

2. Railroads

The Ventura County Railroad (VCRR) is a short-line railroad that runs through the Study Area and connects the Union Pacific Railroad (UP) in Oxnard to Port Hueneme. The VCRR is a subsidiary of Rail America, which leases the railroad from the Oxnard Harbor District. The short-line extends over 17 miles and provides an integral corridor for movement of goods in the industrial areas of South Oxnard, the Port of Hueneme and the Ventura County Naval Base. Almost 2,000 cars traveled over the VCRR in 2010 carrying automobiles, paper, petroleum and wood pulp.¹ The VCRR interchanges with the UP at the OTC, which provides an important link throughout North America for the customers based in the VCRR area.

Activity on the short-line, including the frequency of deliveries and the number of railcars per delivery, varies throughout the year depending on the

¹ RailAmerica Website:
<http://www.railamerica.com/RailServices/VCRR.aspx>; Accessed November 11, 2011.

needs of the customers utilizing the railroad. On a regular basis there is limited use, including one inbound train from UP on three nights of the week—Monday, Wednesday and Thursday; and one outbound train on Wednesday night and Tuesday and Thursday morning. One to three times a day the train will make deliveries or load cargo from local customers. The train stores railcars on the short spur south of 5th Street until they are ready to depart on the UP line. On a regular basis, the train carries around 25 railcars on average, and up to 36 railcars for large military shipments, which only occur 4-5 times per year. The size of the loads will determine how long the train will block intersections; military trains can block multiple intersections at once. Train operators try and avoid blocking a crossing for more than ten minutes.

The Oxnard Harbor District considers the line underutilized; however, VCRR has indicated that business is good and demand is growing, which means that more activity could occur along the railroad in the future. Business is constrained by the fact that Port Hueneme cannot handle container operations, so it cannot compete with the larger ports in Los Angeles and Long Beach; nevertheless, Port Hueneme attracts niche markets, mostly in the auto industry, which is expected to grow as more manufacturers from China are introduced into the United States. As the Study Area is the terminus for the short-line, future freight movement along the railroad is an important issue to consider when planning future land uses for this area.

5 DEVELOPMENT FEASIBILITY

This chapter provides an analysis of development feasibility of the Initial Goals stipulated for the proposed Oxnard Downtown East Transit Oriented Development (DETOD) project plan. Economic & Planning Systems (EPS) has analyzed the issue of development feasibility by assessing one fundamental question:

Is the value of the future use sufficiently greater than the value of the existing use to incentivize a developer or landowner to change the use of the site?

This question is addressed through a “residual land value” analysis, in which the value of the existing use is compared to the value that a landowner could receive by selling the land for its intended future use.¹

A. Existing Use

The value of existing uses for the proposed DETOD development is assumed to be the land value alone (i.e., equivalent to a vacant lot). This is a best-case scenario, as the full 129-acre Study Area hosts a wide variety of residential and commercial operating uses, many of which feature significant capital assets. A vacant land assumption is reasonable for two reasons: it represents the best medium-term option for interested developers, and it sets up a useful threshold: if development is infeasible on vacant land, it will not be feasible on improved land (e.g. a property with an existing tenant). The vacant land value, based on market comparables, is about \$15 per square foot for both residential and industrial land.

¹ Formerly defined, residual land value is equal to the market value of a finished product, as determined by its sale price or by the capitalized value of net operating income, minus the total project development costs (including soft costs, fees, and off-site improvements but excluding land). Residual value analysis combines information on typical market lease rates and/or sale prices with the expected development and operating costs for the building types being considered.

B. Future Uses

The DETOD vision of a pedestrian-oriented mixed-use village will require residential densities that likely exceed those found elsewhere in Oxnard. Such density would be required in order to leverage existing infill opportunities, conserve land, and concentrate users near the Oxnard Transportation Center. Density also allows the developer to amortize land costs over a larger number of units and may represent the most cost-effective way to develop within the Study Area.

The analysis uses two residential prototypes to test development feasibility (Table 5-1). Both are based on actual recent projects constructed or under construction elsewhere in southern California markets that support this use. As necessary, costs have been adjusted to account for the variability in regional construction. Each prototype forms the basis for rental and for-sale alternatives. The for-sale units are more costly to construct due to additional sound buffering and premium interior fit-out. Construction costs assume no prevailing wage, which may be unrealistic given the potential involvement of public funds. Any financing and subsidy alternatives that employ City resources will likely require cost adjustments to accommodate a prevailing wage premium.

One of the key goals for the DETOD vision is the provision of affordable housing. The minimum threshold for affordable housing is 15 percent with an outside goal of 33 percent. The DETOD area currently has 247 residential units, of which 203 (82 percent) are affordable. This analysis assumes that existing affordable units may be counted towards the requirement, and that additional affordable units as may be required will receive sufficient support from the City so as to be revenue-neutral from the developer perspective. At the 15 percent target, 1,309 new market-rate new units may be built; at the 33 percent target, 571 market-rate new units may be built.

Unit mixes skew more heavily towards one-bedroom units than elsewhere in Oxnard, which reflects the profile of likely TOD users. Both prototypes are

parked cost-effectively with some parking located at grade beneath the units and the remaining parking surface-parked on the parcel. Parking counts are aggressively low in keeping with the vision of a transit-oriented community.

While other residential typologies, such as a townhouse format, may also be appropriate for the Study Area, the tested prototypes represent the higher-density end of the potential spectrum, which is necessary to establish thresholds for development feasibility.

TABLE 5-1 **DEVELOPMENT PROTOTYPES FOR RESIDUAL LAND VALUE ANALYSIS**

Development Prototypes for Residual Land Value Analysis		
	High-Density Mixed Use	Medium Density Residential
Lot (Square Feet)	42,740	42,740
Residential Density	124 DUAC	40 DUAC
Retail Portion (Square Feet)	11,800	0
Avg. Unit Size (Net Square Feet)	755	822
Studio	0%	15%
1 BR	74%	55%
2 BR	26%	15%
3 BR	0%	15%
Parking	140	58
Covered	59	28
Surface	81	30
Spaces/Bedroom	0.90	1.00
<i>Source: Economic & Planning Systems, Inc.</i>		

C. Residential Rent Assumptions

Dense housing typologies are not typical in Oxnard, and there are no direct rent and sales comparables for the envisioned DETOD development. For the

purpose of this analysis, EPS has used existing rents for other typologies to reflect general pricing and sensitivity.

In general, the Oxnard rental market does not feature upscale residential developments like those that can be found in Ventura or Santa Barbara, and market rents are relatively low. Some of the higher Oxnard rents can be found at the Serenade Apartments in RiverPark and Tierra Vista in the East Village neighborhood, both recently constructed apartment communities offering a large number of amenities. There are also desirable condominium rentals near the beach and marina, but rents for these do not typically exceed those at Serenade. The feasibility analysis assumes baseline of rents at the high end of the Serenade rate card. For a summary of Oxnard residential rent comparables, see Table 5-2.

TABLE 5-2 **OXNARD RENT COMPARABLES (RENT/SF)—OCTOBER 2011**

Oxnard Rent Comparables--October 2011									
Rent/SF									
	Serenade			Tierra Vista			Oxnard Shores Sample		
1 Bedroom	\$1.89			\$1.60	-	\$1.71			
2 Bedroom	\$1.66	-	\$1.73	\$1.42	-	\$1.50	\$1.27	-	\$1.91
3 Bedroom	\$1.59	-	\$1.70	\$1.49			\$1.55		
Source: Zillow, Loopnet, Company Websites									

D. Residential For-Sale Assumptions

As with the rental market, there are no direct Oxnard sales comparables for the envisioned DETOD development, so EPS has selected prices from other housing types to reflect general market price levels and price sensitivity.

Sales comparables from units at RiverPark provide a good proxy in the Oxnard market for new residential development by virtue of the fact they are

the newest and arguably most desirable mid-range housing units available in the City. (And with entitlements for a total build-out of 2,800 units, RiverPark should continue to set the pace for some time.) Recent sales for townhouse-style units at RiverPark have commanded over \$190 per square foot at the high end.

As discussed earlier, the residential median sales price for Oxnard peaked in 2006 at \$593,000 before falling 51 percent to today's recession-depressed median price of \$295,000. A review of same-unit sales at RiverPark between 2008 and 2011 indicates that current prices represent a compression of between 10 and 20 percent. To reflect how values may rebound, the analysis explores a scenario in which current RiverPark-equivalent prices are inflated by 25 percent to recapture all lost value and then some.

The high end of the for-sale market is represented in this analysis by comparables from the Oxnard Shores and Channel Islands neighborhoods, which offer ocean views and, in some cases, private boating slips. Recent Channel Islands condo sales have fetched values in excess of \$500 per square foot. For a summary of Oxnard residential sales comparables, see Table 5-3.

E. Development Feasibility Findings

In summary, the residual land value analysis showed very little development feasibility under current conditions, both for rental and for-sale units. Dense residential development, which is more expensive on a unit basis than single-family development, makes the most sense in areas where land values, rents, and for-sale prices are high. This is not the case in the DETOD area, where high-density residential development is the recommended solution for policy rather than economic goals. For a summary of the residual land value analysis and sensitivities, see Table 5-4. For a summary of costs and revenue assumptions per prototype, see Appendix A.

Current Oxnard rents are too low to support new development of this kind. Even luxury areas such as Channel Islands Harbor generate insufficient rents

CITY OF OXNARD
DETOD FEASIBILITY STUDY
BASELINE REPORT
DEVELOPMENT FEASIBILITY

TABLE 5-4 **FEASIBILITY ASSESSMENT* – DETOD AREA RESIDENTIAL
OPTIONS AND SENSITIVITY ANALYSIS****

Feasibility Assessment* -- DETOD Area Residential Options and Sensitivity Analysis**			
Scenario		High-Density Mixed Use: 124 DUAC	Medium Density Residential: 40 DUAC
RENTAL			
<u>Rental Scenario 1</u>	RiverPark-Comparable Rents	\$1.85	\$1.87
	Residual Land Value/SF of Land (1)	(\$313)	(\$264)
<u>Rental Scenario 2</u>	Threshold Rent: residual Land Value = \$0	\$3.02	\$2.77
<u>Rental Scenario 3</u>	Threshold Rent: existing land = \$0/sf, residual Land Value = \$0	\$2.97	\$2.62
CONDO			
<u>Condo Scenario 1</u>	RiverPark-Comparable Purchase Price/SF	\$183	\$184
	Residual Land Value/SF of Land (1)	(\$558)	(\$172)
<u>Condo Scenario 2</u>	RiverPark-Comparable Purchase Price/SF + 25% premium	\$229	\$230
	Residual Land Value/SF of Land (1)	(\$458)	(\$136)
<u>Condo Scenario 3</u>	High-Market Purchase Price/SF	\$520	\$520
	Residual Land Value/SF of Land (1)	\$180	\$86
<u>Condo Scenario 4</u>	Threshold Price: residual Land Value = \$0	\$438	\$408
<u>Condo Scenario 5</u>	Threshold Price: existing land = \$0/sf, residual Land Value = \$0	\$431	\$389
Buy-out Cost Assumptions		Existing Land: Residential Areas	\$14
		Existing Land: Industrial Areas	\$14
Residual Land Value Cost Assumptions (non-prevailing wage)		High Density Mixed Use Rental	\$290,374
		High Density Mixed Use Condo	\$346,871
		Medium Density Rental	\$266,813
		Medium Density Condo	\$319,885
		Developer Profit (% const. costs)	15%
(1) Residual Land Value/SF at \$0 or above indicates potential feasibility at assumed developer profit/unit under assumed conditions; negative Residual Land Value/SF indicates potential challenge under assumed conditions.			
* Feasibility assessment compares existing use value of underlying unimproved land (i.e., vacant lots) to value of underlying land for future use. This is a best-case scenario that does not consider additional costs associated with purchasing and mitigating land hosting existing uses such as retail, mobile home park, agricultural processing, auto repair, and rail lines. Figures shown assume private, profit-driven development and do not account for any potential public subsidies or financial assistance, except where implied by sensitivity analyses.			
** Sensitivity analysis consists of varying assumed rents, sales prices, and underlying land values, reflecting potential alternative market scenarios, to test feasibility under these conditions.			
Source: Economic & Planning Systems, Inc.			

Harbor, do both the high- and medium-density prototypes generate positive residual land values. The minimum average sales price per square foot before the project becomes feasible (Condo Scenario 4) is \$438 for the high-density prototype and \$408 for the medium-density prototype, which are values that may be attainable in downtown Los Angeles but not downtown Oxnard.

F. Additional Feasibility Considerations

As described above, development of higher-density residential product types is feasible only under a highly optimistic economic scenario within the Study Area. Moreover, this analysis is based on the value of a vacant lot, assuming no other extra-ordinary development or entitlement costs. While there are several such lots scattered throughout the Study Area, few are in parcels large enough for feasible development, and more than likely, additional costs to assemble developable parcels will be required. These costs could range from minimal to substantial as follows:

- ◆ **Value of Operating Commercial Uses:** Many of the existing vacant lots are located adjacent to parcels with operating commercial establishments, some of which will have to be acquired in order to assemble a developable parcel. Operating and occupied uses may add incremental costs to the vacant lot value.
- ◆ **Relocation of Mobile Home Residents:** The Royal Palms Mobile Home Community occupies a large parcel at the southern end of the Downtown East area and represents, due to its size and proximity to both the Oxnard Transportation Center and the Oxnard Boulevard retail corridor, a strong potential location for transit-oriented residential development. However, redevelopment of a mobile home community is extremely difficult as it incurs additional pre-development costs associated with tenant relocation, tenant compensation for owned units, legal fees to address fair housing issues, and subsidy costs associated with creating new affordable housing units to replace the units lost.

- ◆ **Environmental Mitigation:** Decades of industrial uses within the Central Industrial Area and Auto Repair Districts have generated certain environmental damage. Some quantity—perhaps a substantial amount—of mitigation will be required before redevelopment can take place.
- ◆ **Incentives for Relocation of Agricultural Processors:** One of the stated goals of the Compass Blueprint Strategy and implied goals of the General Plan is for the re-location of industrial uses within the Central Industrial Area. As discussed above, natural attrition of these uses is unlikely in the short- and medium-term due to the operational benefits of the current location. Consequently, some incentive will be required to induce the current users to move. This incentive may be substantial, as it will have to provide some compensation for the unamortized value of existing industrial assets; a possible subsidy to purchase or ground-lease additional M2-zoned land, which is in short supply in Oxnard; and a possible subsidy to acquire more land than currently occupied due to current code requirements.
- ◆ **Replacement Costs for VCRR:** The Ventura County Railroad line and a spur run through the Study Area, creating awkwardly-shaped parcels and isolating large tracts of land. It is highly unlikely the VCRR will cease operation soon, so relocation of the line and spur is the only option for freeing up this land. Such actions, however, are likely to be extraordinarily expensive due to, at the very minimum, replacement land costs, replacement capital costs, and extensive legal and consultant fees necessary to achieve this goal.

CITY OF OXNARD
DETOD FEASIBILITY STUDY
BASELINE REPORT
DEVELOPMENT FEASIBILITY

6 CONCLUSIONS AND RECOMMENDATIONS

The Oxnard DETOD Study Area faces several key barriers to realizing the DETOD vision articulated in the Draft 2030 General Plan and the Compass Blueprint Grant Application. This chapter reiterates the initial goals identified in the Introduction, provides an overview of the key challenges associated with their implementation, and provides initial recommendations to help achieve the goals. The identification of these challenges and initial recommendations lay the groundwork for the planning program and financing strategy to be completed in the next phase of work.

- ◆ *Transit-Oriented Development.* Concentrate high-density and affordable housing and other compatible uses around an existing regional transit facility, the OTC.

The results of this baseline analysis concluded that converting the entire DETOD Study Area to TOD is not feasible in the short- to mid-term. Oxnard lacks a large demand for high-density multi-family residential development of the type envisioned for the Study Area. The City is still largely a suburban housing market and if and when a market for urban-style units emerges, it will likely first be in the downtown area west of the DETOD. The residual land value analysis showed very little development feasibility under current conditions, both for rental and for-sale units. Furthermore, there are few opportunity sites in the Study Area large enough to make a high-density residential product feasible, and a host of additional costs to assemble and ready a lot for development will be required.

On the other hand, the Study Area currently serves as a vital employment district in the City. Not only are the agricultural processing plants well established, but a significant portion of the people who work at the plants live in Oxnard, already providing the benefits of a live-work community in the Study Area. In addition to the economic value sustained by the industrial operations, business generated by the VCRR short-line running through the Study Area is also strong and growing. In addition, the area already far exceeds the City's goals for affordable housing, providing 82 percent affordable units compared to the goal of 33 percent for the Study Area. And high-

density or mixed-use development in the Downtown East area may be feasible in the long run.

Initial recommendations with respect to TOD include the following:

- Consider dividing the DETOD Study Area into separate TOD and agricultural industrial zones that simultaneously preserve existing industrial uses and establish residential boundaries within a reasonable walking distance from the OTC.
- Focus TOD opportunities immediately around the OTC in the Downtown East area where the mix of retail and residential uses, block sizes, and proximity to downtown are already compatible with TOD.
- As the DETOD market conditions improve, build centralized parking near the OTC and use the shared parking structure to effectively subsidize developer costs for residential uses.
- Expand the Meta Street District vision throughout the DETOD as the market allows, which establishes a unique, mixed-use urban neighborhood consisting of medium-density infill housing and neighborhood-oriented retail uses.
- Continue to invest in TOD opportunities in the downtown area to the west. Until redevelopment efforts succeed in the already pedestrian-friendly and commercial area of downtown, it will be difficult to leverage support for high-density TOD in the Study Area.
- Maintain and support the existing agricultural processing plants as long as they are successful and serving as an economic benefit to the City.
- Investigate alternate locations for the auto repair uses that would free up expansion options for the agricultural processors.
- Consider the long-term implications and reuse options of the VCRR in the event that this facility eventually becomes obsolete.
- Conduct further research into the legal parameters and cost of redeveloping the Royal Palms Mobile Home Park, which offers a strong po-

tential location for transit-oriented development given its size and proximity to the OTC.

- Implement the outstanding action priorities and provisions of existing City plans that pertain to the Study Area, including the 2005 Downtown Strategic Plan and Meta Street Master Plan.
- Conduct further research and case studies to understand how to make high-density TOD developments feasible in downtown Oxnard.

- ♦ *Preservation of agricultural land.* Accommodate projected growth and future affordable housing development within the CURB boundary while preserving agriculture in the surrounding County unincorporated areas.

While the current market cannot easily support high-density residential development in the Study Area in the short- to mid-term, maintaining the CURB boundary will only help to increase demand for growth in the Study Area in the long term as the economy begins to recover. By the same token, the CURB boundary will also entrench existing agricultural processors by limiting M2-zoned land into which they can expand. However, keeping industrial uses in place also preserves agricultural land, possibly more so than residential, as industrial relocation would be very land-intensive. Additionally, a limited supply of land will induce higher-density development types to meet housing demands, which is important for realizing TOD goals in the Study Area and preserving agricultural land in unincorporated County areas.

- ♦ *Walkable, village-style development.* Support the Draft 2030 General Plan's new "Village" designation, which envisions a walkable, mixed-use, transit-oriented community within a short walk to the OTC.

While the current market cannot support a wholesale conversion of the Study Area to TOD in the short- to mid-term, facilitating redevelopment of targeted areas, improving the walkability of the Study Area within a reasonable proximity of the OTC, and drawing connections to the village character of downtown to the west will help support this goal. Improving the compatibility between residential and industrial uses in the Study Area will also help encourage more walking which could boost support for the OTC.

Initial recommendations for the Study Area include the following:

- Prioritize actions that leverage downtown revitalization, improve areas in closest proximity to the OTC, and respond to market forces and a recovering Oxnard economy.
- Invest in streetscape enhancements along Oxnard Boulevard to bridge the visual barrier between the Study Area and downtown Oxnard.
- Encourage the relocation of existing auto dealerships along Oxnard Boulevard in the Study Area to other more appropriate locations in the City and redevelop in their place commercial uses that will foster a more walkable TOD environment.
- Enhance the gateways into downtown Oxnard at 3rd Street, 5th Street as it intersects with the railroad, and the Five Points Intersection at Wooley Road and Oxnard Boulevard.
- Enhance the streetscape along corridors in the Study Area that provide important pedestrian routes to the OTC, including 4th Street, 5th Street east of the railroad tracks, and Oxnard Boulevard.
- Explore opportunities to extend existing bicycle facilities to the Study Area to enhance connectivity to the OTC and to existing businesses and residences in the area.
- Consider greening the existing north/south alleys in the Study Area to improve the image and provide safe alternative routes for pedestrians to circulate through the Study Area.
- Consider developing special design guidelines for industrial and manufacturing uses to soften the edges between incompatible uses and ensure an aesthetic façade from the street, avoiding large blank walls and large expanses of surface parking lots.

♦ *Affordable housing.* Seek to require 25 to 33 percent affordable housing, if feasible, in the DETOD area.

As stated above, the Study Area already far exceeds the goal of 33 percent affordable housing. At the 33 percent target, 571 new market-rate units may be built in the Study Area. Balancing affordable units with market-rate housing is an attainable goal in the Study Area in the long term.

- ◆ *Respect for the past. Integrate existing housing, commercial uses and historic buildings into the new Village, giving the area a link to its past and sense of place.*

The history of agriculture and the produce-packing industry is one of the defining characteristics of Oxnard and important to the culture and identity of the City. The DETOD Study Area is at the heart of this industry as produce from local fields are trucked in, packaged and even distributed by train, as is the case with Smuckers. Such has been the practice here for over a Century, beginning with the construction and operation of the sugar beet factory in 1898 that marked a new era for the Oxnard Plain. Respecting the past in the Study Area is linked to preserving the agricultural heritage of Oxnard and those businesses and operations that define that heritage.

The following recommendations are intended to respect and preserve the unique agricultural heritage that is so prominent in the Study Area:

- Perform additional research into the 16 properties in the Downtown East subarea that appear to be eligible for local listing either individually or as part of a historic district. To the extent feasible, encourage their protection, restoration and adaptive reuse.
 - Integrate public art, landscaping and architectural treatments that reflect and celebrate the agricultural heritage of Oxnard.
 - Preserve the sugar beet factory building and facilitate its adaptive reuse in the event that the area transitions to TOD in the future.
 - Enhance the railroad right-of-way and associated easement and storage areas, particularly at interface areas, to foster a positive impression of the railroad in the Study Area.
-
- ◆ *Greenhouse Gas (GHG) emissions reduction/Water and energy efficiency. Achieve a substantial amount of GHG emission reduction, water and energy savings by moving the heavily truck-oriented agricultural processing plants out of the downtown, closer to the fields and the 101 freeway, and into new state-of-the-art “green” facilities.*

The baseline analysis determined that the cost to relocate the agricultural processing plants is operationally and financially infeasible in the short- and medium-term. The current location of the agricultural processing cluster is already operationally efficient. Many ancillary businesses cluster around the agricultural processors in a mutually reinforcing business relationship. In a new location, current users would no longer enjoy the benefits of grandfathered code, and compliance would likely require purchase of additional land—perhaps as much as 50 percent more than what is currently used. The City does not have the amount of M2 land required elsewhere to facilitate relocation of the agricultural processors. In addition, because current capital assets remain only partially amortized, near- and medium-term acquisition of new capital equipment would represent a huge loss of value—only a small amount of which could be recovered by more efficient water and energy use.

While relocating the existing processing plants is cost prohibitive in the short- to mid-term, the following recommendations will help the City achieve greenhouse reductions and achieve this goal in the long term:

- As existing agricultural processors face the need for expansion, help facilitate incremental relocation to more sustainable and efficient locations, while, in the mean time, freeing up additional M2 land in the City.
- Coordinate the process for incremental relocation with a planning program that helps to transition the area to TOD over the long term. Focus on relocating first the industrial operators west of the railroad tracks that are closer to the OTC and downtown.
- Consider the Auto Repair District as a potential location to expand the agricultural processing cluster and, in so doing, ensure new facilities meet high standards of water and energy efficiency. A relocation to the Auto Repair District will also spur reinvestment in public streetscape and infrastructure improvements along Richmond Avenue, Mountain View Avenue and the 5th Street Service Street, leading to a greener and more sustainable environment.

- Investigate opportunities to assist the agricultural processing plants to replace or upgrade their fleet of medium and heavy-duty diesel trucks to cleaner, more efficient vehicles in a manner that virtually pays for itself. Among other opportunities, a new program funded by the federal government and the state Department of Ecology is offering owners of older heavy-duty commercial trucks up to \$30,000 to scrap their trucks and buy a newer, less-polluting vehicle.
- Take measures to prohibit or limit trucks from traveling along residential streets and into the more walkable areas in the Study Area, including 7th Street, westbound on 5th Street, and Oxnard Boulevard (when it is no longer designated Highway 1).

♦ *A model for other communities. Apply the DETOD relocation strategy and planning framework to other SCAG communities where transit stations are located in areas originally developed and still used for rail-adjacent industrial uses.*

A benefit of conducting this feasibility study is learning the economic realities, constraints and opportunities for transitioning a rail-adjacent industrial district to TOD. Strategies applied to this area will be able to be used in other station areas with similar economic and physical constraints and opportunities. This is an achievable goal.

CITY OF OXNARD
DETOD FEASIBILITY STUDY
BASELINE REPORT
CONCLUSIONS AND RECOMMENDATIONS

APPENDIX A

STAKEHOLDER INTERVIEW NOTES

STAKEHOLDER INTERVIEW NOTES

AUGUST 9-10, 2011

Ventura County Transportation Commission

Interview Date/Time: August 9, 2011 at 9:30 AM

- Darren Kettle
 - Steve DeGeorge
-
- ◆ Union Pacific owns and controls the main line and Ventura County Railroad owns the short line. We'll need to do more research to understand operating rights and who controls what—ask Tony.
 - ◆ The shorter track is a place to store cars.
 - ◆ Harbor District Board (HDB) supportive of their railroad, don't want to see it lost, impaired or conditioned. There will be no willingness to see major change.
 - ◆ VCTC cooperates with HDB—supports program, not formal relationship.
 - ◆ The Coast Mainline stretch is a secondary route for the UP railroad. The primary north- south route is up the grapevine.
 - ◆ UP freight trains through here 3-5 times a day. Limited use.
 - ◆ 3 Metrolink in AM starting at 7 AM and 3 in PM starting at 5 or 5:30 PM – Metrolink has a schedule and passenger has preference over freight trains.
 - ◆ 3 Amtrak northbound and 3 southbound. They'll provide schedule to UP.
 - ◆ Do businesses still need rail freight delivery on the short track? A lot depends on how much they use it; other than leveraging that they “could” use it, if businesses don't and the use goes to harbor then it doesn't matter whether it's moved as far as the businesses or harbor are concerned.
 - ◆ UP may use the short track for freight. If that goes away that's an impact to their business—they have institutional agreements. In this day and age there's not a lot of ag on railroads; it makes sense in congested environments, not so much in Oxnard—faster by truck b/c produce has shelf life. If you leave CA you talk about railroad.
 - ◆ You could theoretically change the switch further down the main line to move the short track along Richmond but it's an economic issue. As long as you have the ROW, it would cost a few million to build switch and track. But acquisition of properties is expensive and difficult to determine. The nature of speeds

would lend itself to move switch, the turning radius is a matter of speed; it would be akin to the lower break off, not infeasible to make that work.

- ◆ HUGE Question – how much and who is using this? VCR or UP using this stretch?
- ◆ HDB sees the line as underutilized—business don't support it. Until they get into containership which isn't their business model. For rail to work you need container operation, b/c it's done by Long Beach and LA and autos and ag is a niche here; more import than export here; most bring in banana and pineapple to warehouses in harbor and then truck out. The other use is autos—they drive down Hueneme Road to car carrier trucks. Port Hueneme naval base leases land to car manufacturers to store cars. They are sensitive to their dreams they want it more utilized; not set up for containers and would lose battle.
- ◆ Question for HDB – how do they intend to make it more utilized?
- ◆ Deepening of Panama Canal—now LA and LB has more capacity. Oxnard Harbor District is in competition with LB and LA. They are adding to it refrigeration on containers so they can go to LA—impact on HD.
- ◆ Steve will do a study to see if they can support a self contained Sprinter—more intensive use on coast mainline from Simi to Ventura; if this is TOD, we will look at how we can serve this area; not easily done given the nature. They would need layover facilities, a place to service and clean cars (maybe a stop in the study area). This is 50 years down the road; more localized within County, more frequent and intercity; who knows if Metrolink would operate; backbone for other transit services to build off of. See Moorpark Station for size – Steve can get acreage.
- ◆ VCTC owns Moorpark to LA so they can control; UP owns above Moorpark.
- ◆ Cost of relocating businesses may be too expensive—so work around it; acquiring ROW would be hugely expensive; maybe outside the scope of this vision.
- ◆ Whole project is predicated upon relocating these uses.
- ◆ Issue – revenue stream for transportation investments—fewer; even with TOD, it won't move the needle.
- ◆ VCTC would like to see higher density employment centers not necessarily industrial; County lacks high-density employment centers; in this County this location is 5 miles from closest freeway and no matter how much we want to see it successful it will not be LA as far as mode split; will there be the transit there to support it? There may not be.
- ◆ Could see some enhancement to Metrolink—a little more regular and frequent. If rail moves you could look at TOD along 5th connectivity to transportation center. Right now ridership is fair, most comes from east – 50 riders, from Oxnard under 100 daily. Camarillo 150 daily.
- ◆ If freight corridor stays, the things that become more feasible is intensification of use on coast mainline.

- ◆ Focus on west side of track—not sure other side will change up. If they can be moved it opens up a lot of possibilities, like moving rail line. If they can move, can the rail line move? And if not, it would be hard to market a project with that level of freight. This may take this quadrant out of the question.

Developers

Interview Date/Time: August 9, 2011 at 11:00 AM

- Armando Lopez and associates with Plaza Development
- ◆ Riverpark – with Paul Keller of Urban Partners, 50-50 deal. Financial partner Oak Tree Capital Management. They acquired 150 acres; as far as the entitlement process, Oxnard was interested b/c they had a lot to gain with commercial, good fiscal reasons; negotiations with how much commercial. Went about as smooth as possible; did a MelloRoos District – primary mode for public improvements; no sales tax rebate; participation on OPA; Once entitled, Oak Tree wanted out so they sold their portion to Shea Homes (for sale portion) who formed venture with Centex and Standard Specific; partition agreement so Plaza took apartment rentals. In addition, the partnership sold a for-sale retail piece to Shea Enterprises, who developed and are leasing up the Collection, an up-scale big-box center. (TBD: whether public financing was involved in the retail center.)
- ◆ Relatively fast process – since 91? Mid 2005 SF did well, and then market tanked; made condos smaller and cheaper; 400 apt units opened in 2007, 70% leased up quickly, then recession stalled, lowered rents, then filled and raised rents—it's doing good. They're stacked flats; fairly new and high end. Families that are no longer in single-family for whatever reason; professionals as far as Santa Monica and Santa Barbara, Amgen, officers in military, roommates. If employment is down they're struggling. Not saying success says there's a huge market in residential—it stinks.
 - Rents- 1 BR 800 sq. ft.--\$1,350
 - 2 BR 1050 sq. ft - \$1,700
 - 3 BR 1100 sq. ft. – \$1,900
- ◆ Riverpark much more in demand than would be in downtown. Heading towards affordable—city is requiring more affordable, 20%?
- ◆ 5-10 years – would typically think of more urban location for this TOD. Hard to say. 10-15 years maybe trains to Santa Barbara?
- ◆ They developed Centennial Plaza; looked at building North and South Plaza; still negotiating with City on South Plaza. They need bigger residential population to make commercial viable; North Plaza waiting for South Plaza; owners participation agreement b/c they own a piece adjacent to the land. There's a market but timing is unsure, probably 30 du/ac range; worked with Cabrillo who does affordable component and they do market rate, separate buildings.

- ◆ Heritage area nice; different mentality here. Oxnard blvd huge barrier. Whole lot of public investment in streetscape and bring down cost of development. Wooley and Patterson near tracks. This is a huge area 5th to 3rd maybe.
- ◆ Cost to build marginally impacted but at what point can you undercut Ventura enough to fill up? People would pay price differential to live in Ventura b/c it's closer, more amenities and not run down, so need public financing.
- ◆ Train other way doesn't connect to job centers. Many drive to take Coastal Express; if there's a station at Wagon Wheel, even more.
- ◆ Movie theater is doing well; Subway, Coldstone also. People feel safe downtown, there's more people walking, lack of diversity in retail; they're there for festivals-- 30K on weekend; foreign film series at the theater-- packed 2 shows a day; age and ethnic diversity, seniors; concert series in Heritage Park; Came from all over; but not enough retail.
- ◆ Maybe opportunity to create arts district; need to counterprogram against Ventura, not just urbane, but Oxnard needs different spin.
- ◆ Totally different demographic between beach and Riverpark. Reason for living Downtown right now is affordability. As properties appreciate and land becomes scarce the difficulty of relocating is more expensive; nowhere to send. Commodities price goes up. Needs sweet market timing. Relocation and demolition is huge undertaking; very difficult in Downtown. Owners know price just went up when you talk about relocating.

Agricultural/Industrial Businesses

Interview Date/Time: August 9, 2011 at 2:00 PM

- Dennis Hardgrave, Development Planning Services representing 771 Mountain Avenue
- Don De Armond, Western Precooling
- Mark Vajcovec, Central Valley Packaging & Supply
- Bret Niedens, Western Precooling
- Paul Farry, CBRE
- Al Yamamoto, Smuckers
- Charles Barrett, Smuckers
- Ted Elrich, Premiere Snacks
- Gary Grayson, Boskovich Farms
- Steven Marquez, Boskovich Farms
- Steve Kinney, EDCO
- Elizabeth Callahan, EDCO

- ◆ In attendance are property owners, business owners, operators and tenants
- ◆ 100% cockamamie.
- ◆ High Cost of Moving to Another Location:
 - Interrupt operations—tens of millions of dollars, huge amount of employment—1000s in this area. This is anything but an underutilized location; lots of economic value. We already meet SB 375 most bike or walk to these businesses; 70-75% of their workers live in Oxnard. They specifically like this location—cycling friendly. Enhance bike and walking in this area.
 - No other place with the largest amount of capital investments; Deardorff is moving and Boskovitch Farms is taking its place. Price per sq. ft. of land is around \$100, then add \$100 per sq. ft. in air blowing, coolers, chillers, etc.; there is some depreciation but it gets replaced every 20 years—refrigerator units from environmental side must be upgraded.
 - Politically nobody wants trucks; rezoning a challenge elsewhere; can't permit these types of facilities on farmland per SOAR. City is rezoning to M2 off Del Norte but it's not enough land, 25 acres --for MS4 permit requirements now they'd need 50% more land. Not big enough M2 to relocate; hard to find agriculture processing plant properties.
 - Processing can afford M1, Deardorff is a good example – they needed 7 acres to go. It's possible to still do other operations here and package nearby. Strawberries are time sensitive; they are close to the farms and market.
 - Is this all worth it? Can you create more value from the dirt? The lease rate is about the same price per acre as the CBD area - \$12 per sq. ft. now; CBD vacancy rate is 15%.
- ◆ Minimal apparent operational advantage to locating elsewhere:
 - Is there an operational advantage to being somewhere else? 18 wheel trucks don't have to be near city. less traffic and more convenient to be near freeway. Most go down Del Norte.
 - Are we going to gain anything? Do we get more transportation use from residential or workers?
 - Parking issues in this study area-industrial zone with no parking, meaning too many restricted. This is the only advantage to locating elsewhere that was given.
- ◆ Potential Improvement/Reuse Strategies Discussed
 - What do cities do for companies?—pull and push factor; cities will try and find other location; cities will then upzone saying you can do “x” amount of residential; owners can sell when lease ends; a good example is Jack London Square in Oakland—3000 new units.

- o This area should be an agricultural/industrial enhancement zone; this is the most inverted logic he's seen yet.
- o Auto uses not best use here, and not a huge reliance; lease rates are cheap and they can get a sign on 5th; few auto uses work for the right price per sq. ft.; they could be located more cheaply and as a group; they would have to be in M2 b/c they do their work outside. Towing has to be in M2.
- o It helps to have farmwork housing; perhaps move the mobile homes; complaints primarily during peak periods, April and May for about 6 weeks while shipping is taking place.
- o Eminent domain would be an advantage—controls timing of transition. City can compress timeframe to bring more economic sense to it. On the other end, there's such an imbalance of M2. If City owned receiver site, maybe.
- o If we were rezoned, it would be hard to find tenants b/c nothing could be added based on the new zoning; it's an outside use issue-- couldn't add outside equipment unless wording is changed in zoning ordinance.

◆ Operational Notes

- o They package strawberries, bell peppers, celery and mixed vegetables. All but Smuckers ship by car; Smuckers ships back east 2 times a day by train, 180 rail cars annually; takes fruit and freezes and ship back east in bulk; train is huge asset for them.
- o Packaging sells boxes to farming and industrial; moved here 15 years ago to be in center of produce industry; need a certain critical mass to make business work. Ship time is sensitive product; Rice Road, 1-1/2 miles to interchange, straight shot. Rice to Wooley will be primary route.
- o Peak time: April and May
- o Only Smuckers uses rail line

Ventura County Railroad

Interview Date/Time: August 10, 2011 at 9:30 AM

- Anthony Taormina

◆ Basic Operational Description

- o VCC owned by Oxnard Harbor District—10.2 mile track, the interchange is at the main line and has a roundhouse maintenance yard.
- o Short line goes to businesses and national defense ROW to naval construction battalion center; most heavy freight comes to base from different places on UP (national railroad); need short line to

connect to main line. Autos go out defense track b/c they lease their land for auto storage for 5 million/yr (so military doesn't have to rely on congress to appropriate money). They would need a longshoreman to load a railcar at the port so they don't do that; they drive them to the base or over to the BMW or Mitsubishi ramp.

- o The process involves either manifest trains or unit trains. Manifest trains have cargo for different locations; i.e., takes blocks of cars destined for Oxnard; unloads in Oxnard UP yard; manifest train continues on; UP picks up blocked cars and makes deliveries; VCR pulls cars going to paper mill or auto yards, etc.
- o Unit train is a train that has been blocked-60-65 railcars for one destination; military may have loaded battalion in Texas, comes in and broken up in yard. VCC will pick up 20-30 cars a time and take to the navy base. Cars from Korea come into port and UP has positioned empty rail cars in yard; VCC assembles empties, fills up trains, takes to UP, assembles and sends off.

◆ Opportunities for VCRR and Oxnard

- o 1-2 unit trains a year. Working with UP to do more on a regular basis. Mostly set up for military but think in the future more market for cars. LA focus is containers and Alameda corridor. Oxnard deals with specialized trade like auto—Koreans can be in SD or Hueneme or Richmond; they look for one load center. Hueneme services southwestern region for cargo.
- o Market: Toyota bringing cars that are sold in Japan; auto business is growing business in this niche; rebuilding; forecast back up by 2014-15. Rail will become more important once we introduce China manufacturers in US; So Cal for consumer market, passes through here to Texas. Auto manufacturers want one load center to support So Cal market and inland markets. That requires rail.
- o 45-60 minutes to cross one intersection; that's why Alameda corridor and grade separations were built—Rice and 5th
- o To expand would require an environmental assessment to resolve traffic impacts; now from LA to Riverside needs mitigation, SCAG is looking at strategies, Fed Government finances. But if UP isn't competitive none of this works; how committed are they to making the short line/port be a gateway for them?

◆ Threats for VCRR and Oxnard

- o This is mobilization port, built to be mobile—mostly asphalt. Pentagon has to maintain that, so they are looking to get money. This was built for WW2; If there is a change in national defense strategy, this may no longer serve as a port of entry strategy; if it becomes obsolete the land will go to Port Hueneme—they'd want to do a plan to generate sales tax, 1400 acres.

- o Port's capacity is 1.5 million; right now they're at 1.1 million, but industry is changing. He has 5 customers. It's a niche port; 750' max ship length; competition with Oakland; job is to encourage UP to use railroad to maximize industrial development; marine highway concept to avoid truck congestion; takes cargo with discretionary lower value items that are less time sensitive (manufacturing goods, clothing) to satellite ports like Hueneme to transfer inland for distribution. Discharges cargo in Panama to smaller ships to destinations up and down coast avoiding LA and LB congestion and labor cost.
 - o As terminus this area is an issue of future freight movement.
 - o SCAG studied warehouse demand in Southern California—looked at trade
 - o UP won't go away b/c it's the main line that goes to Seattle, but maybe there is a system that bypasses Oxnard.
 - o VCC can't run railroad on UP track b/c it's not in the union; we need to talk to a railroad expert; high speed rail authority
- ◆ Issues and Strategies for DETOD
- o Railroad is barrier; need to break the barrier of historical ideas.
 - o Find out Smuckers' 20-yr plan. Supply chain can change tomorrow.
 - o The short spur is a get away for the roundhouse; need a place to put the locomotive. VCC needs facilities—ask UP if they have space for VCC. Sell roundhouse property and ROW leading to it, where could they put their roundhouse; couldn't get a return for selling that property and having to replace asset; buy ROW from UP and make a deal that they'll have access through it.

Agricultural Commissioner and Deputy Commissioner

Interview Date/Time: August 10, 2011 at 11:00 AM

- Henry Gonzalez
- ◆ CA Dept of Food and Ag and Dept of Regulations share their authority; they implement their programs at the local level. Every county is required to have an Ag Commissioner. He's hired by the county, but works for the State; regulates pesticide use, shipments coming in and leaving the county; plants and plant products.
- ◆ Relationship with packing houses and coolers for boxing and shipping; they can't receive plants and plant products unless they inspect them for cleanliness—weeds, pests, viruses; they inspect seeds as well. All growth phases. Once it's processed it becomes FDA jurisdiction. If there are pathogens of ag significance; generally fresh produce they inspect.

- ◆ Produce ships daily so they inspect daily; 50 inspectors; planning responsibility in unincorporated areas in county that could affect ag; they are asked for their assessment, they provide that in the area of compatibility.
- ◆ They are a protector and promoter of agriculture. They have the ability to fine and put out of business but objective is to maintain business playing field.
- ◆ Ventura County is #8 in the State and #9 in the nation for crop yields. In '10 almost 14.5% increase since 2009; we measure what growers receive--strawberries, celery and nursery stock.
- ◆ Ventura County SOAR initiatives have demonstrated an interest in agriculture.
- ◆ Majority of these uses in the study area are compliant where they're at. Land here is the most expensive ag land in the state; development pressure has driven cost up. This is ideal growing environment for high-end crops like strawberries. Monterey has much more land—bigger ag but smaller urban population, not as much pressure.
- ◆ In the future we don't know how shipping/transport is going to be; port, highway, rail? auto repair shops don't need that and maybe there are other subgroups that could be pulled. Ag uses need space for their equipment; if it costs them more in the short or long term you'll get resistance, legal resistance.
- ◆ Some may be willing to relocate to another City, like Limoneira is looking to develop in Santa Paula; maybe move some of them; if City can accept loss of whatever revenues; Santa Paula has annexed County property and rezoned as industrial with little pushback, 100s of acres. Strawberries wouldn't move to Santa Paula; they main crops are lemons, avocados, celery, some berries but mostly row crops.
- ◆ Ag businesses contract with growers; find out which businesses are trucking in from Oxnard; Find locations where business is located.
- ◆ Crops grow seasonally and ag businesses are busiest during peak season; rest of the year devoted to maintenance; peak season depends on commodity and number of commodities each crop is handling. Strawberries are year round but amount goes down; Celery is almost year round.
- ◆ In general there will be opposition building on productive ag land; most fertile and deepest soils anywhere. You can put housing anywhere; you can't move climate, but you can move people.
- ◆ Weigh your options.

Chamber of Commerce Land Use Committee

Interview Date/Time: August 10, 2011 at 12:00 PM

- Committee Chair, Mr. Will Berg
- Mr. Craig K. Beam
- Mr. Fred Ferro

- Mr. Craig Kaihara
 - Ms. Nancy Kierstyn Schreiner
 - Ms. Nancy Lindholm
-
- ◆ Oxnard is opting to pay to stay RDA.
 - ◆ Do we have eminent domain authority? This will probably be more incremental change when owner decides to sell.
 - ◆ Public entities do a disservice by rezoning; need staggered approach; don't want to prohibit them from expanding; e.g., packing houses want to expand but county environmental health can't let them go in b/c they require permanent sewer facility; prefer over long term and write in that they can expand.
 - ◆ Will likely have hazardous issues and remediation costs. Ideally, RDA would buy up area to relocate; huge funding issue.
 - ◆ Is this area currently economically sustainable—lot of businesses; but City has interest in economic Downtown; houses and condos have done well. Ag businesses have low tax base, rents low, they own land.
 - ◆ Look at constraints to relocating—sewer, transportation, downtime—look at site basis and figure out actual impediments. Residual land value needs to be an inducement to property owners to move. Look at inherent cost and value.
 - ◆ Some businesses may go on own right.
 - ◆ Need transit service to attract TOD. Look at demographics, commuter patterns; half work outside county. Will more people generate more rail business?
 - ◆ Is there room in Sakioka project? Do water rights transfer? Depends on amount of water they use; there's lots of cooling. Maybe recycled water lines, depends on product—FTA concerns. Sakioka does some ground lease. Sakioka Farms is 430 acres—125 is BRP and the rest is M1. These facilities wouldn't fit there.
 - ◆ RWQCB for LA—MS4—unless rules change no chance. Municipal Separate Storm Sewer System; discharge of stormwater. Last summer came out with technical guidance manual. Ratio is too large; need infiltration land. The positive is that if this is a master plan, the PW Dept can do master MS4 that could provide the facilities to hold runoff. Land owners can pay into master sewer program. Need to build facility in 5 years to develop storm water facility. Net increase in impervious area.
 - ◆ Need to write in reduced standards at receiving site or they wouldn't be viable b/c they're nonconforming.

Craig Kaihara, Sakioka Farms
Steve Kinney, EDCO

Interview Date/Time: August 10, 2011 at 2:00 PM

- ◆ Concerned about water users; need to be water neutral; they have wells 770 acre feet, need 300 additional acre feet.
- ◆ The drainage ditch to the right of Del Norte is SOAR boundary and City boundary.
- ◆ North of 3rd they're warehouses and freezers for cold storage.
- ◆ Wagonwheel project is for high rise residential; entitled, 60 acres
- ◆ Supply/demand logistics—so little of M2 and plenty of M1; maybe some overlap that increases supply. And maybe rezoning some retail to M1 or M2; but most are embedded near residential.
- ◆ Businesses along rail line are incidental; look at long term economics of their business. Need to plan for eventual relocation. Replanning could be more industrial use. May never be strong site for residential; at very minimum, edge condition; edgy urban artsy type uses.
- ◆ Series of actions that would have to take place once market emerged; trigger events. As opposed to jumping in with land use changes and caveats.
- ◆ Need to rework the zoning code; M1 and M2 carryover from 60s and 70s; list of M2 uses are so outdated so it sets up an artificial barrier that conveys artificial value to M2 properties.
- ◆ Protective of Sakioka b/c it's a huge job supplier in the future.
- ◆ The issue is keeping space for type of users that can't be next to residential. Even just improving streets might evolve into the need for new sewer and infrastructure. Talk to PW on condition of sewer lines.
- ◆ Oxnard Blvd. is a priority, and 5th a good strong second b/c it will be principal entry into Downtown.

CalTrans

Interview Date/Time: August 10, 2011 at 3:30 PM

- Wilford Milton, Branch Chief, District 7
- David Sosa
- ◆ Caltrans would not have any land use restrictions in the study area; however, any land use planning that takes place that would impact Oxnard Boulevard and Caltrans' right-of-way, would need to undergo environmental review and possibly a permit from Caltrans. The traffic study would need to identify any impacts to circulation on Oxnard Boulevard, and since this is just a feasibility study, no traffic study would be performed at this time.
- ◆ Check with the City for maps identifying where Caltrans property begins and ends

- ◆ Caltrans will send us the permit process
- ◆ City should also know when Route 1 will be relinquished to the City; would take place after Rice ramps are completed. (follow-up with City estimated three years)

APPENDIX B

**RESIDUAL LAND VALUE ANALYSIS—NEW MULTIFAMILY
RENTAL AND CONDO CONSTRUCTION, BASELINE SCENARIO**

Residual Land Value Analyses -- New Multifamily Rental and Condo Construction, Baseline Scenario				
PROGRAM	Rental		Condo	
	High-Density Mixed Use: 124 DUAC	Medium Density Residential: 40 DUAC	High-Density Mixed Use: 124 DUAC	Medium Density Residential: 40 DUAC
Lot (Square Feet)	42,740	42,740	42,740	42,740
Building Footprint (Square feet)	13,750	12,240	13,750	12,240
Market Rate Units	124	40	124	40
Avg. Unit Size (Net Square Feet)	755	822	755	822
Parking	140	58	140	58
Covered	59	28	59	28
Surface	81	30	81	30
Net Leasable Retail Area (Square Feet)	11,800	NA	11,800	NA
REVENUE				
Avg. Unit Price: per rental SF or sale SF (1)	\$1.85	\$1.87	\$183	\$184
Total Value/Residential Unit	\$165,917	\$32	\$138,129	\$151,415
Avg. Retail Lease Rate/SF/Month (2)	\$1.50	NA	\$1.50	NA
Retail Value/Residential Unit	\$21,289	NA	\$21,289	NA
Total Value/Residential Unit (3)	\$187,206	\$32	\$1,267	\$1,267
COST				
Sitework				
Total Sitework (per lot square foot) (3)	\$3.68	\$3.68	\$3.68	\$3.68
Direct Sitework Costs/Unit	\$1,267	\$1,267	\$1,267	\$1,267
Building				
Direct Construction Costs/Gross SF	\$200	\$188	\$240	\$226
Direct Construction Costs/Unit	\$188,661	\$181,617	\$226,394	\$217,941
Surface Parking Construction Costs/Space	\$1,500	\$1,500	\$1,500	\$1,500
Soft Costs/Unit	\$45,279	\$38,140	\$54,334	\$45,768
Total Retail Leasing and TA Costs/Unit	\$5,329	NA	\$5,329	NA
Contingency Costs (5%) /Unit	\$11,963	\$10,988	\$14,303	\$13,185
Total Building Costs/Unit	\$251,232	\$230,745	\$300,360	\$276,894
Total Site and Building Costs per Unit	\$252,499	\$232,012	\$301,627	\$278,161
Developer Profit as a % of Costs	15.0%	15.0%	15.0%	15.0%
Net Costs/Unit (5)	\$290,374	\$266,813	\$346,871	\$319,885
RESIDUAL LAND VALUE CALCULATION				
Unfinished Lot Value (Unit Value less Unit Cost)	(\$103,168)	(\$266,782)	(\$187,452)	(\$168,470)
Implied Unfinished Land Cost/Gross Land sf	(\$299)	(\$250)	(\$544)	(\$158)
Estimated Existing Land Cost/sf (6)	\$14	\$14	\$14	\$14
Surplus/(Deficit) Land Value Created/sf	(\$313)	(\$264)	(\$558)	(\$172)
(1) Rent and sale assumptions from Oxnard comps, October 2011 (2) Rent assumptions from CoStar, mid-year 2011 (3) Residential NOI capitalized at 6%, Retail NOI capitalized at 7% (4) Assumes demo, rough grading, and 5% contingency (no remediation) (5) Note that the calculations exclude several cost categories that new construction within the DETOD Survey Area will likely entail, depending on site specifics. The Royal Palms Area will likely add costs associated with tenant relocation, replacement costs for tenants' units, and legal fees to address fair housing issues, as well as costs associated with creating new affordable housing units to replace ones lost; the Central Industrial Area and Auto Repair District will likely require additional environmental remediation, incur possibly higher site preparation costs, and may require incentives to induce the operators to re-locate; relocation of the VCRR tracks will add replacement land costs, replacement new construction costs, and extensive legal fees. (6) Based on raw land value comps from the 5 Points NE and La Colonia Neighborhoods				

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ATTACHMENT “E”

Downtown Parking Study



Stantec Consulting Services Inc.
111 East Victoria Street, Santa Barbara CA 93101-2018

July 24, 2018
File: 2064021396

Attention: Doug Spondella
City of Oxnard, Planning Division
214 South C Street
Oxnard, California 93030

Dear Mr. Spondella,

Reference: Downtown Oxnard Mobility and Parking Management Plan (DOPMP) Update

The following assessment of Downtown Oxnard parking conditions updates the existing conditions parking analysis contained in the *Downtown Oxnard Mobility and Parking Plan, Appendix A - Existing Conditions, Parking Inventory and Utilization* (Final Report, Nelson/Nygaard Consultants Associates, November 2009). The updated parking assessment and figures follow the format in the 2009 *Parking Inventory and Utilization* section for consistency and comparison of results.

Parking Inventory & Utilization

This section documents existing parking conditions in Downtown Oxnard and presents a summary of parking supply and parking demand based on inventory and utilization data collected in September 2017 and June 2018. Parking conditions were also analyzed separately within six districts of the downtown: Civic Center, Plaza Entertainment & Arts, A Street Retail, Transportation Center, South of Seventh Street, and Meta Street. Table A shows the on-street and off-street parking supply per district.

A total of 3,644 parking spaces are located within the Downtown Oxnard study area: 1,020 on-street spaces and 2,624 off-street spaces, of which 942 parking spaces of the total off-street parking spaces are located in private parking lots. Parking demand counts were collected from 7 am to 9 pm on Thursday, Friday, and Saturday in September 2017, and in June 2018 to evaluate parking space occupancy in the Downtown area. The parking supply included all accessible on-street and off-street, public and private spaces.



July 24, 2018
Doug Spondella
Page 2 of 6

Reference: Downtown Oxnard Mobility and Parking Management Plan (DOPMP) Update

Table A
Downtown Oxnard Parking Supply

District	Public Parking Supply		Private Parking Supply	Total Parking Supply
	On-Street Parking	Off-Street Parking		
Civic Center	147 spaces	365 spaces	167 spaces	679 spaces
Plaza Entertainment and Arts	202 spaces	98 spaces	121 spaces	421 spaces
A Street Retail	387 spaces	828 spaces	181 spaces	1,396 spaces
Transportation Center	-	269 spaces	50 spaces	319 spaces
Meta	102 spaces	122 spaces	111 spaces	335 spaces
South of 7 th St	182 spaces	-	312 spaces	494 spaces
Total	1,020 spaces	1,682 spaces	942 spaces	3,644 spaces

Figures 1 through 15 illustrate the on- and off-street parking space occupancies by individual block and zone. Based on the parking space occupancy counts, there is more than sufficient parking supply to meet existing demand. Target occupancy rates of 85% and 90% are typically applied for short-term (two hours or less) and long-term spaces, respectively. Providing 10% and 15% vacancy rates for corresponding short-term and long-term stalls will help ensure sufficient vacancies so that motorists do not need to search extensively through the entire parking area to find the last available parking space. If the parking supply is well-managed, with prices or time limits to make sure that space vacancies are well distributed, then at least 10% to 15% of the supply in each block will be available, making searching or "cruising" for parking unnecessary. Utilization much below this indicates a diminished economic return on investment in parking facilities.

The total occupancy counts show that at the busiest period (Thursday, 11 am - 12 pm), just 57% of the parking supply was occupied in the downtown, with both on and off- street spaces showing roughly the same percentages of spaces occupied (58% and 53% respectively). During this peak parking demand period, 1,591 spaces of the 3,644 available spaces in the downtown parking supply were vacant. However, as shown in Figure 1, several on-street and off-street parking area were largely full during the peak period, while less convenient lots and structures a block or two away had large surpluses. In general, parking seemed to be concentrated between Third Street and Sixth



July 24, 2018
Doug Spondella
Page 3 of 6

Reference: Downtown Oxnard Mobility and Parking Management Plan (DOPMP) Update

Street. It is noted that the Downtown Oxnard Farmers Market, located at the Historic Plaza Park at Fifth and C Streets, is held on Thursdays from 9 am to 1:30 pm.

Occupancy rates per area fluctuate based on the type of parking (on- or off- street), time of day and vicinity land uses. For example, the Plaza Entertainment & Arts district experiences an on-street and off-street parking occupancy peak of 64% and 84%, respectively (Thursday at 11 am), while the district south of 7th Street experiences an on-street and off-street parking occupancy peak of 53% and 52%, respectively, at the same time.

The attached figures also illustrate the distribution of parking by zone and time of day for each day surveyed. It is notable that each zone's occupancy peaks with the presence of its target population. For example, the Civic Center parking demand peaks during daytime hours when office workers are present. The parking demand for the Plaza Entertainment & Arts district peaks between 11 am and 12 pm on Thursdays (on- and off-street parking) and off-street parking peaks on Saturday after 6 pm for weekend evening entertainment. Noticeably, the peak parking demand for the district south of 7th Street occurs on Fridays from 5 pm to 8 pm, with occupancy rates in the 85% to 95% range for both on-street and off-street parking.

Table B summarizes the total parking supply and demand for public and private parking by zone. The attached Table C provides the on-street and off-street public parking supply and demand and off-street private parking supply and demand by zone.

A review of on-street parking demands indicates that the main corridors that show consistently high occupancy rates are those of the block directly east of Plaza Park as well as on-street parking around Meta Street Apartments. These areas have several blocks where on-street occupancies exceed 90% during the entire day. The (off-street) parking lots around Plaza Park and north of the Transportation Center are heavily used and exceed 90% occupancy during weekday peak periods.



July 24, 2018
Doug Spondella
Page 4 of 6

Reference: Downtown Oxnard Mobility and Parking Management Plan (DOPMP) Update

Table B
Public and Private Parking Total Occupancies by Zone

Zone	Public Parking							Private Parking						
	Peak Occupancy						Total	Total	Peak Occupancy					
	Thursday 11 am		Friday 2 pm		Saturday 11 am				Thursday 11 am		Friday 2 pm		Saturday 11 am	
	Spaces	%	Spaces	%	Spaces	%			Spaces	%	Spaces	%	Spaces	%
Civic Center	315	62%	126	25%	176	34%	512	167	95	57%	72	43%	59	35%
Plaza Entertainment and Arts	211	70%	177	59%	113	38%	300	121	49	40%	63	52%	59	49%
A Street Retail	626	52%	609	50%	519	43%	1,215	181	92	51%	116	64%	86	48%
Transportation Center	155	58%	177	66%	131	49%	269	50	31	62%	6	12%	14	28%
Meta	154	69%	169	75%	134	60%	224	111	82	74%	66	59%	76	68%
South of 7 th St	95	52%	93	51%	76	42%	182	312	148	47%	139	45%	84	27%
Sub-Total	1,556		1,351		1,149		2,702	942	497		462		378	
Total							3,644							



July 24, 2018
Doug Spondella
Page 5 of 6

Reference: Downtown Oxnard Mobility and Parking Management Plan (DOPMP) Update

Very truly yours,

Dennis Lammers, PTP
Senior Transportation Planner

Derek Rapp, T.E.
Principal Traffic Engineer
Project Manager / QA/QC

Attachment: Table C: On-Street & Off-Street Supply & Demand Parking Table
Figures 1 to 15
Parking Demand Sheets



Table C

ZONE	Public Parking												Private Parking						
	Peak Occupancy												Total	Peak Occupancy					
	Thursday 11:00 am		Friday 2:00 pm		Saturday 11:00 am		Total		Thursday 11:00 am		Friday 2:00 pm			Saturday 11:00 am					
	On-Street Parking	Off-Street Parking	On-Street Parking	Off-Street Parking	On-Street Parking	Off-Street Parking	On-Street Parking	Off-Street Parking	On-Street Parking	Off-Street Parking	On-Street Parking	Off-Street Parking		On-Street Parking	Off-Street Parking				
	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces	%	Spaces	%		Spaces	%	Spaces	%		
Civic Center	72	49%	243	67%	52	35%	74	20%	35	24%	141	39%	95	57%	72	43%	59	35%	
Plaza Entertainment and Arts	129	64%	82	84%	107	53%	70	71%	83	41%	30	31%	49	40%	63	52%	59	49%	
A Street Retail	225	58%	401	48%	208	54%	401	48%	231	60%	288	35%	92	51%	116	64%	86	48%	
Transportation Center	-	-	155	58%	-	-	177	66%	-	-	131	49%	31	62%	6	12%	14	28%	
Meta	69	68%	85	70%	74	73%	95	78%	74	73%	60	49%	82	74%	66	59%	76	68%	
South of 7th St	95	52%	-	-	93	51%	-	-	76	42	-	-	148	47%	139	45%	84	27%	
Sub-Total	590		966		534		817		499		650		497		462		378		
Overall Total													3,644						

PUBLIC ON-STREET PARKING

- 0%–49.9%
- 50%–74.9%
- 75%–84.9%
- 85%–100%
- NO PARKING

PUBLIC OFF-STREET PARKING

- 0%–49.9%
- 50%–74.9%
- 75%–89.9%
- 90%–100%
- 10 NUMBER INDICATES CAPACITY

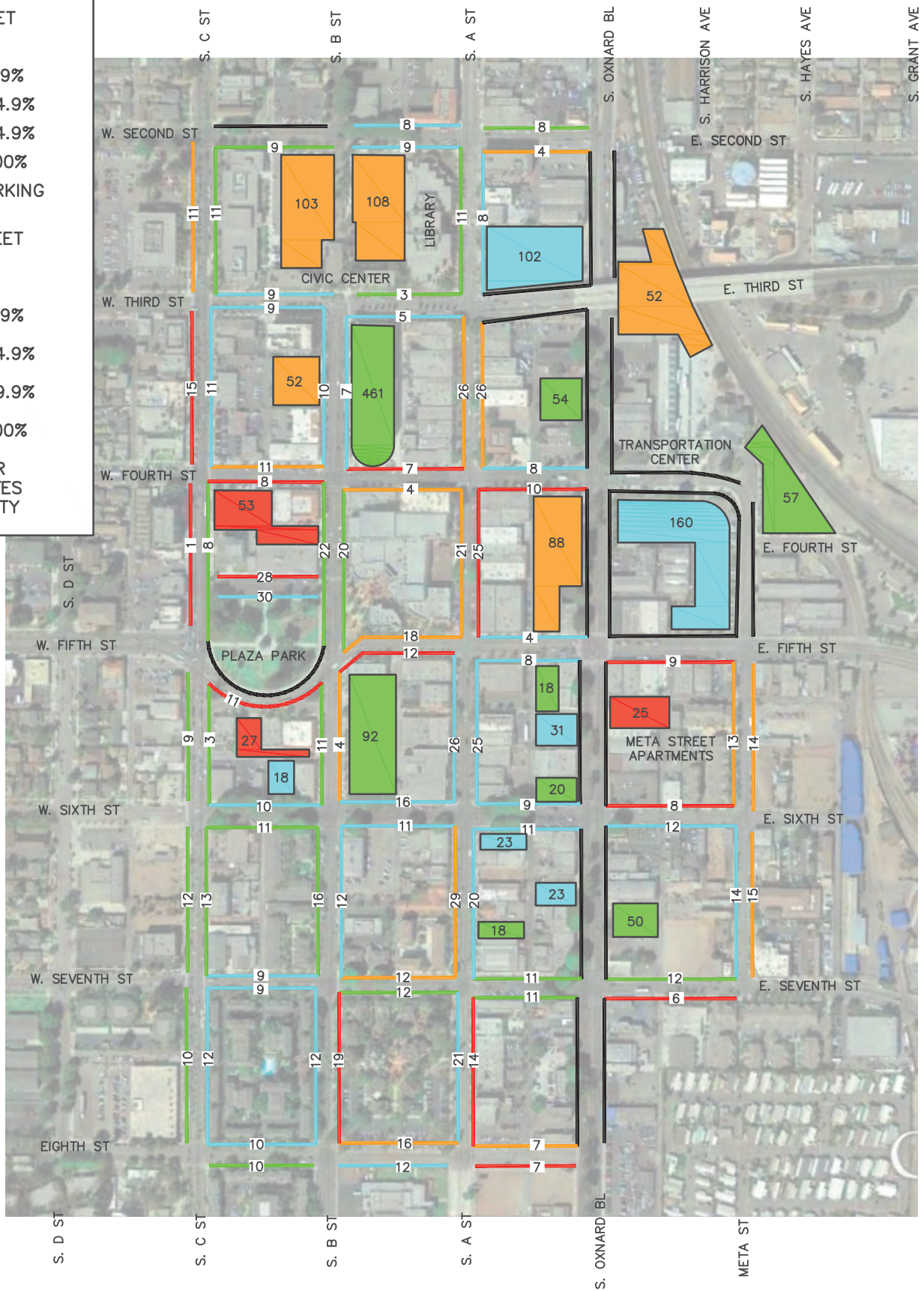


FIGURE 1
 PUBLIC PEAK HOUR PARKING OCCUPANCY
 THURSDAY AT 11:00 AM

PRIVATE PARKING

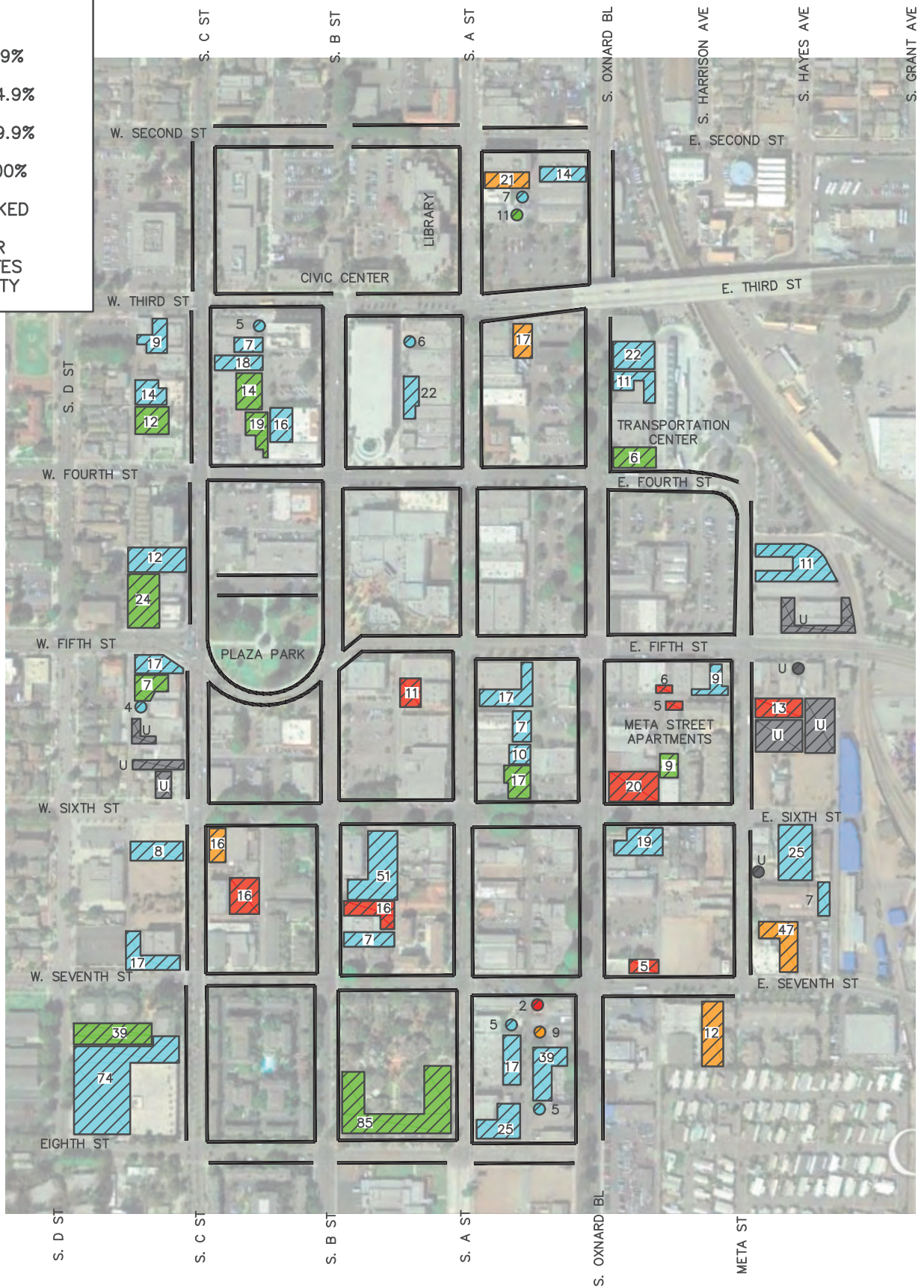
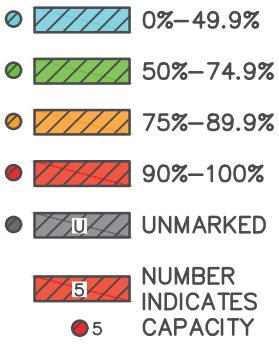


FIGURE 2
PRIVATE PEAK HOUR PARKING OCCUPANCY
THURSDAY AT 11:00 AM



Stantec

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- 0%–49.9%
- 50%–74.9%
- 75%–84.9%
- 85%–100%

	0%–49.9%
	50%–74.9%
	75%–89.9%
	90%–100%

Zone
on-street | off-street
capacity | capacity

ZONE	TOTAL	OCCUPIED	VACANT	% OCCUPIED
CIVIC CENTER	679	410	269	60%
PLAZA ENTERTAINMENT AND ARTS	421	260	161	62%
A STREET RETAIL	1,396	718	678	51%
TRANSPORTATION CENTER	319	186	133	58%
META	341	236	105	69%
SOUTH OF 7TH	494	243	251	49%

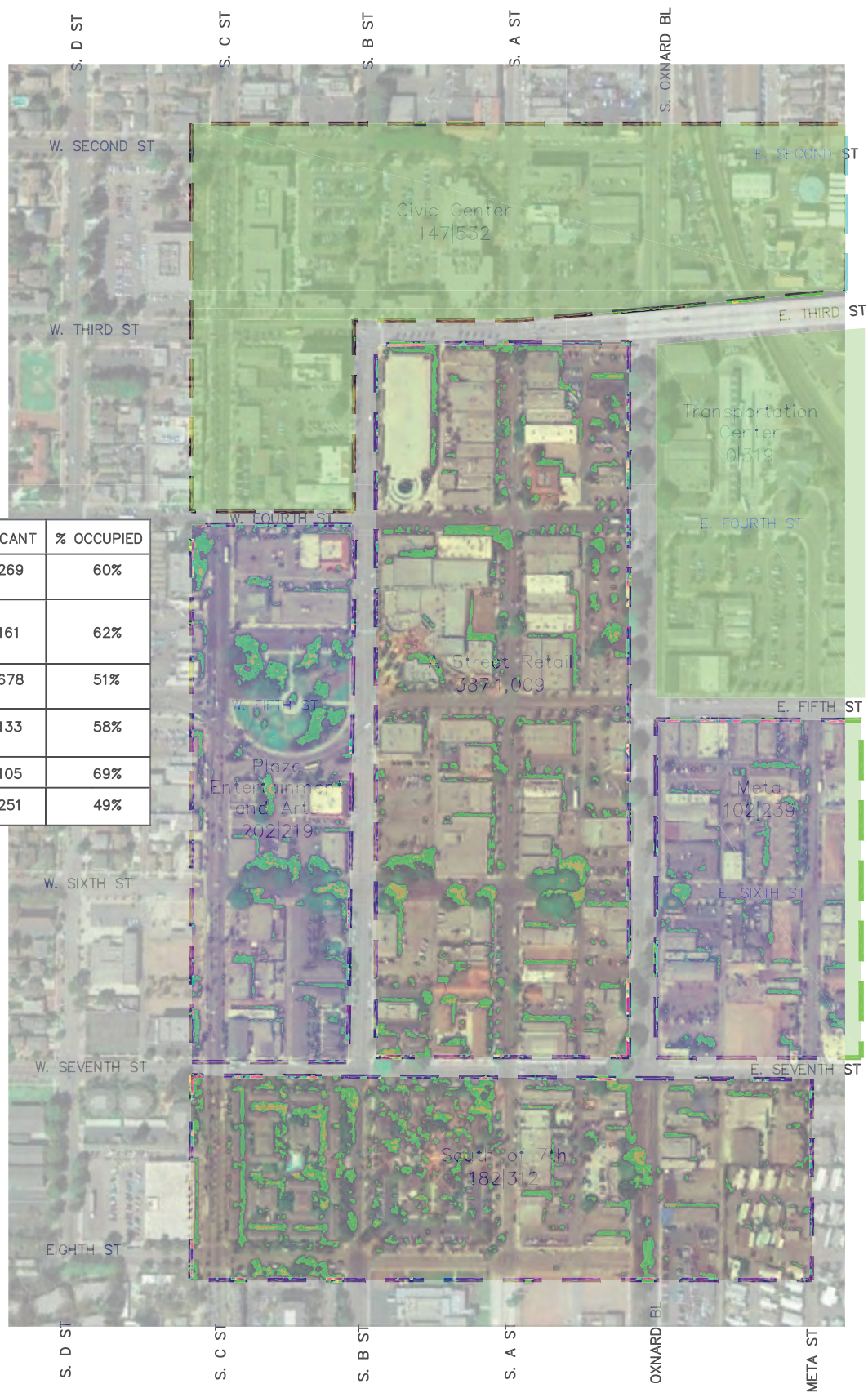


FIGURE 3
PEAK HOUR PARKING OCCUPANCY
THURSDAY AT 11:00 AM



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Figure 4
On-Street Occupancy Rates by Zone and Time
(Thursday)

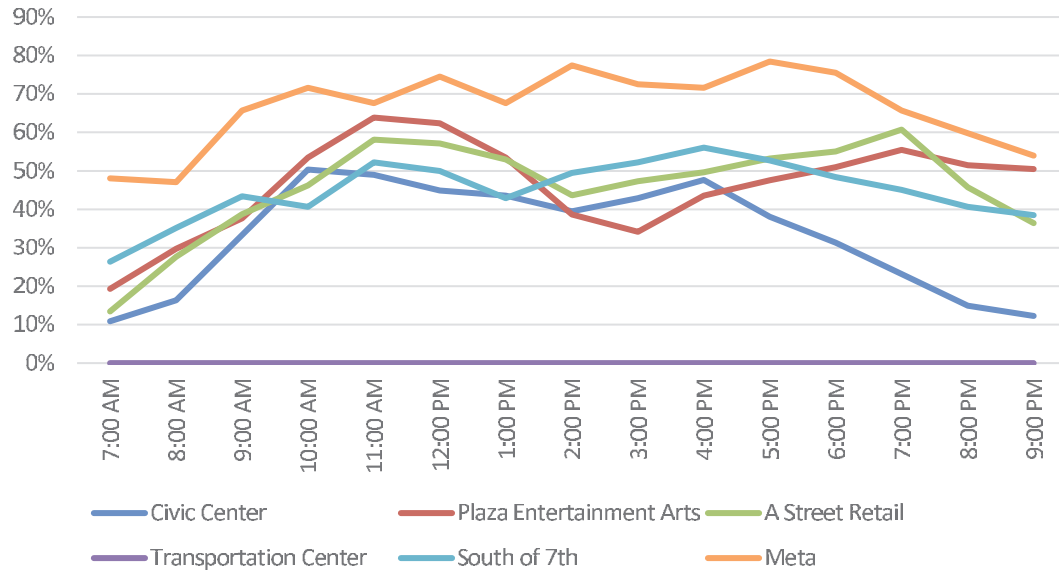
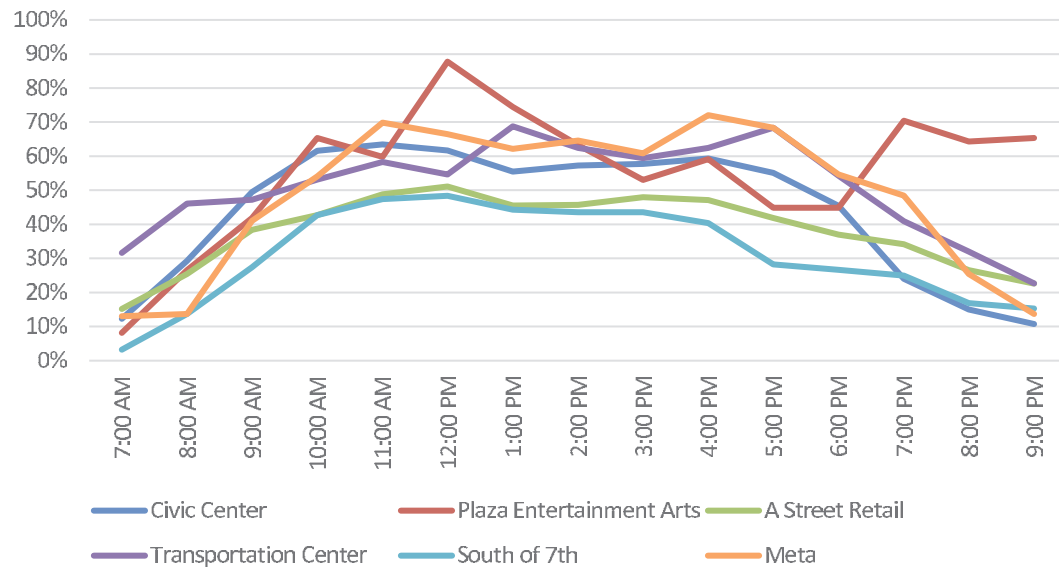


Figure 5
Off-Street Occupancy Rates by Zone and Time
(Thursday)



PUBLIC ON-STREET PARKING

- 0%–49.9%
- 50%–74.9%
- 75%–84.9%
- 85%–100%
- NO PARKING

PUBLIC OFF-STREET PARKING

- 0%–49.9%
- 50%–74.9%
- 75%–89.9%
- 90%–100%

10 NUMBER INDICATES CAPACITY

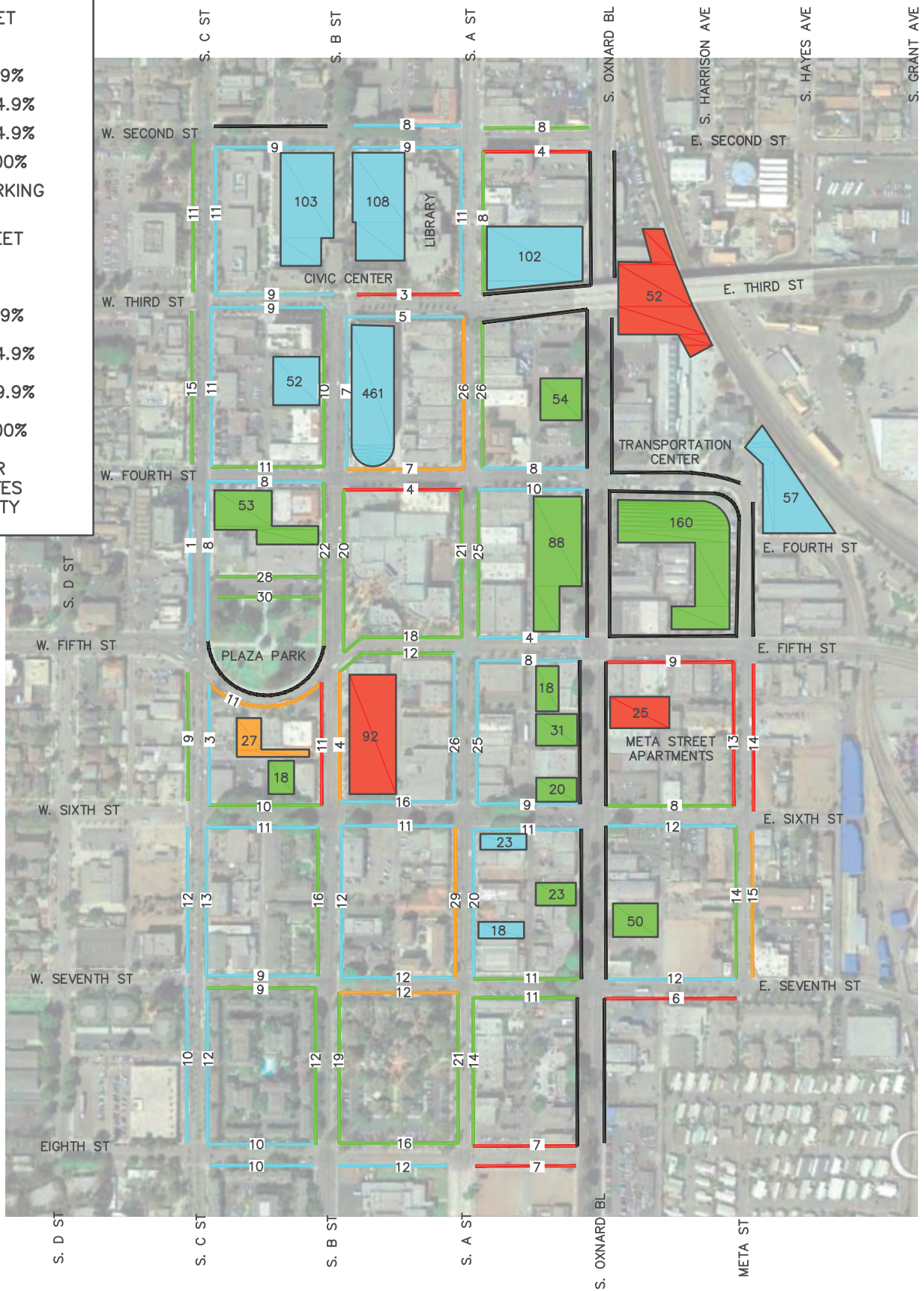


FIGURE 6
 PUBLIC PEAK HOUR PARKING OCCUPANCY
 FRIDAY AT 2:00 PM

PRIVATE PARKING

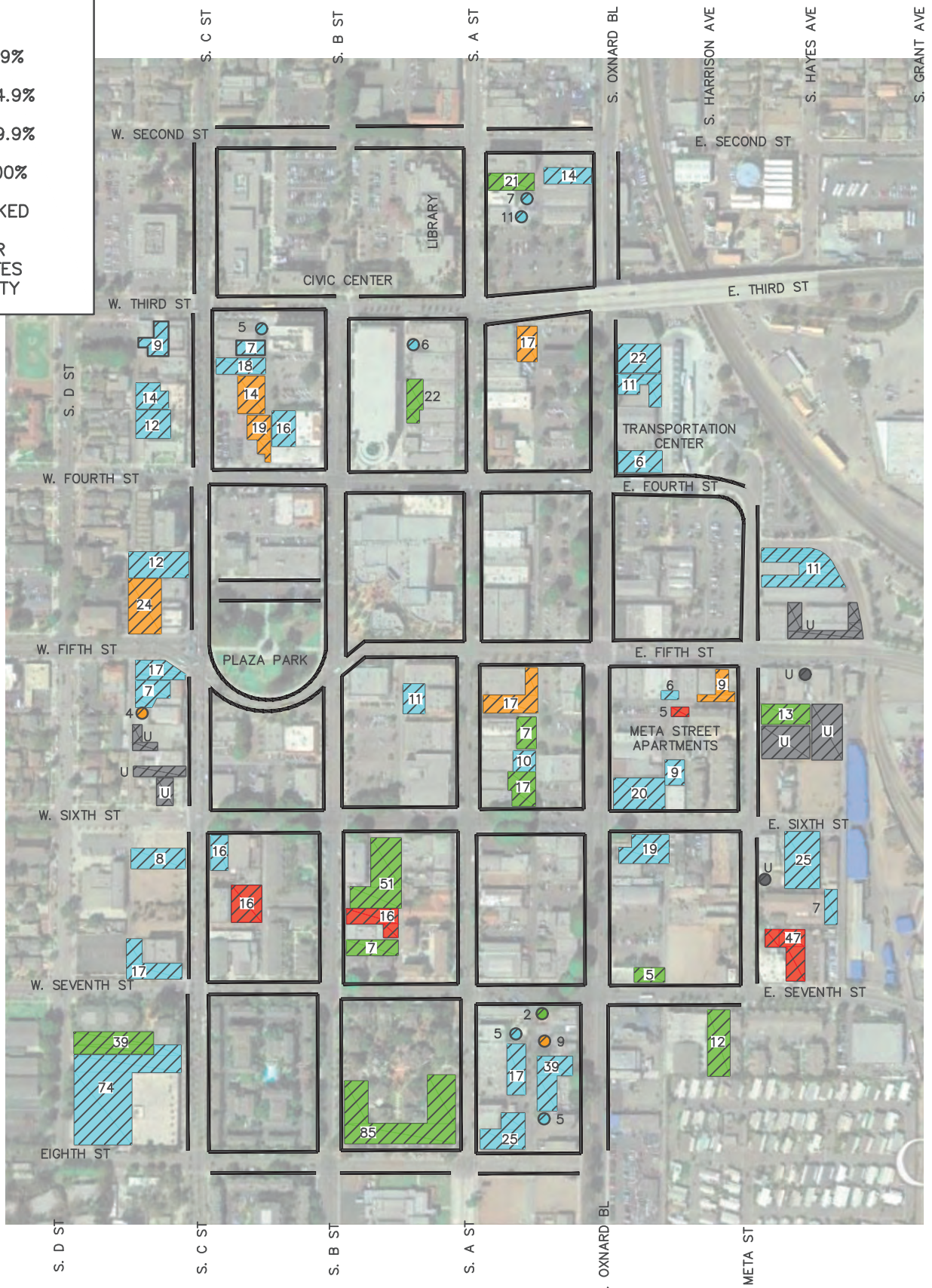
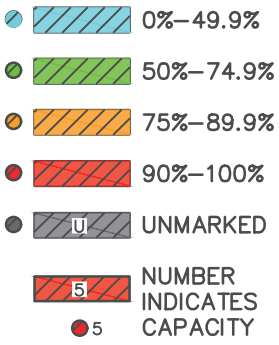


FIGURE 7
PRIVATE PEAK HOUR PARKING OCCUPANCY
FRIDAY AT 2:00 PM



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- 0%–49.9%
- 50%–74.9%
- 75%–84.9%
- 85%–100%

	0%–49.9%
	50%–74.9%
	75%–89.9%
	90%–100%

Zone
on-street | off-street
capacity | capacity

ZONE	TOTAL	OCCUPIED	VACANT	% OCCUPIED
CIVIC CENTER	679	198	481	29%
PLAZA ENTERTAINMENT AND ARTS	421	240	181	57%
A STREET RETAIL	1,396	725	671	57%
TRANSPORTATION CENTER	319	183	136	47%
META	341	235	106	69%
SOUTH OF 7TH	494	232	262	45%

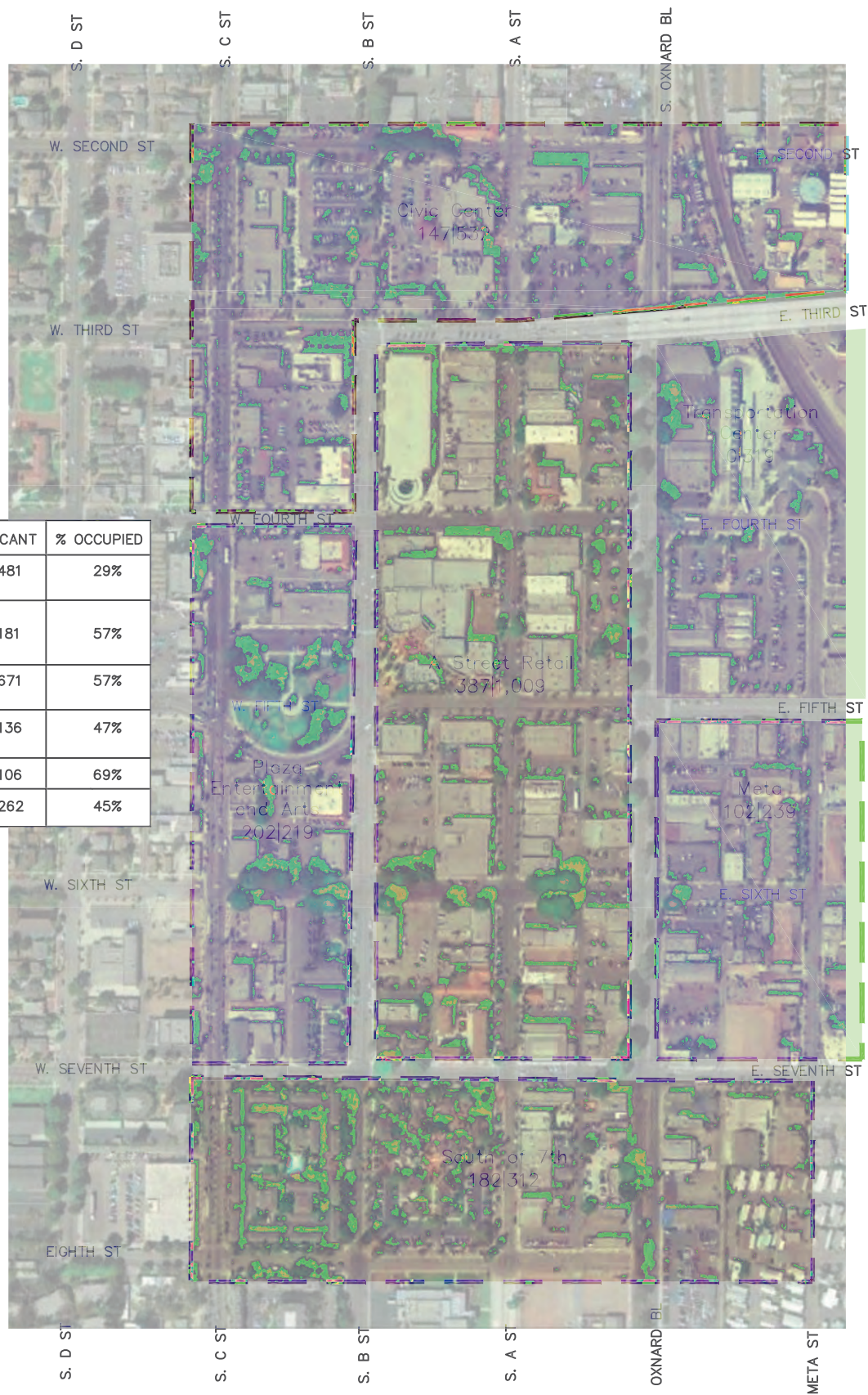


FIGURE 8
PEAK HOUR PARKING OCCUPANCY
FRIDAY AT 2:00 PM



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Figure 9
On-Street Occupancy Rates by Zone and Time
(Friday)

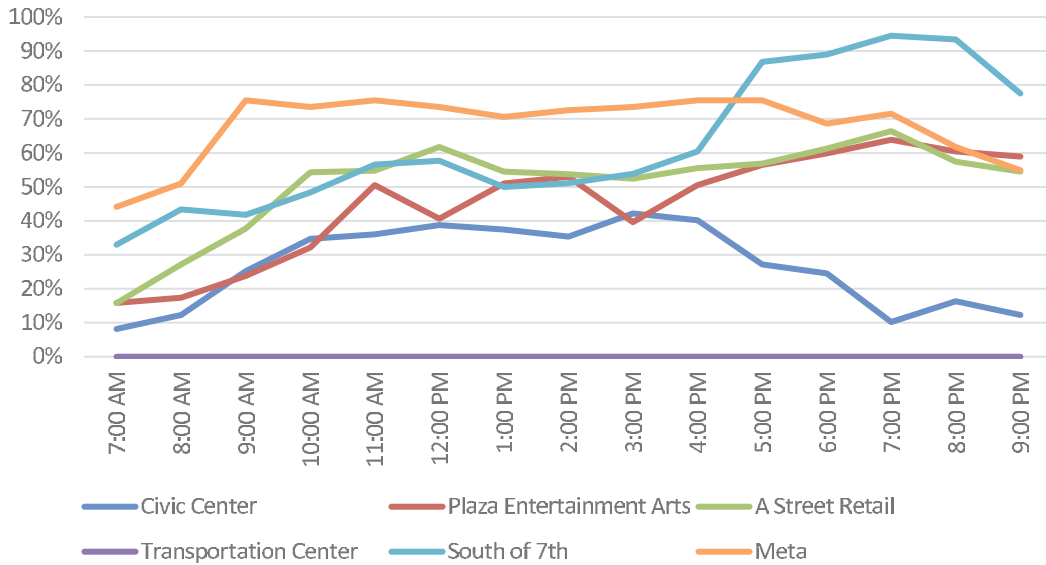
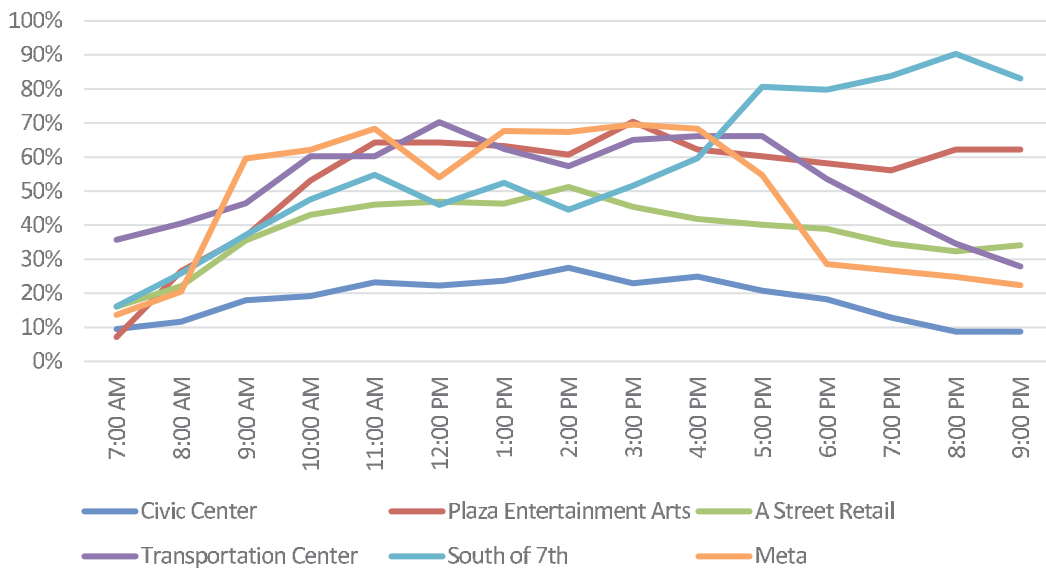


Figure 10
Off-Street Occupancy Rates by Zone and Time
(Friday)

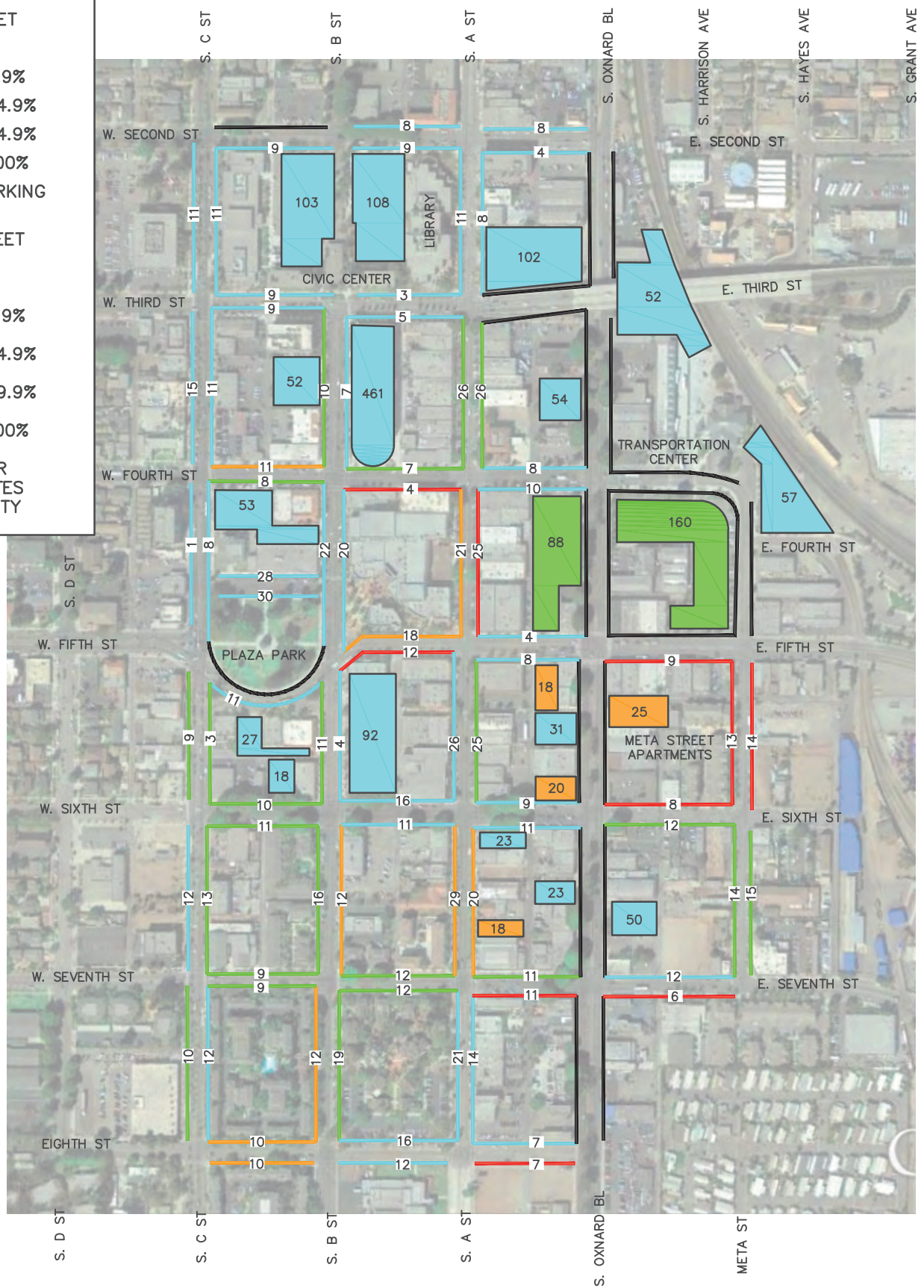


0%–49.9%
 50%–74.9%
 75%–84.9%
 85%–100%
 NO PARKING

PUBLIC OFF-STREET
PARKING

0%–49.9%
50%–74.9%
75%–89.9%
90%–100%

10 NUMBER INDICATES CAPACITY



Stantec

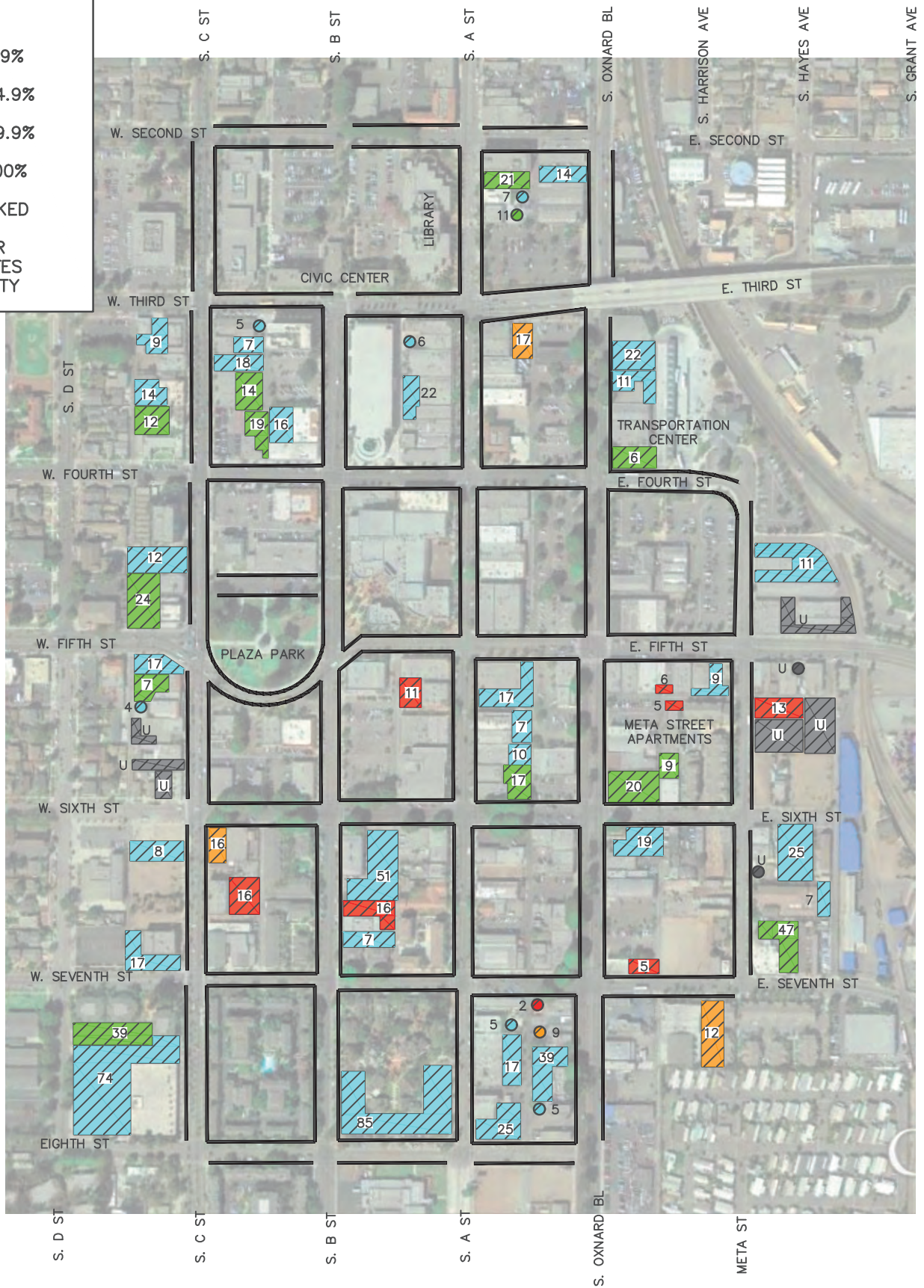
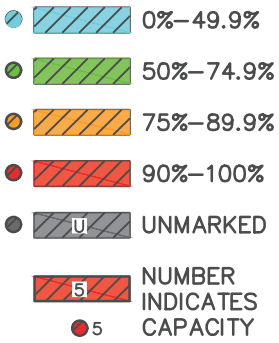
111 East Victoria Street,
Phone: (805) 963-9532

Santa Barbara, CA 93101
Fax: (805) 966-9801



FIGURE 11
PUBLIC PEAK HOUR PARKING OCCUPANCY
SATURDAY AT 11:00 AM

PRIVATE PARKING



Stantec

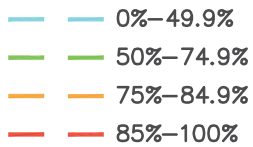
111 East Victoria Street,
Phone: (805) 963-9532

Santa Barbara, CA 93101
Fax: (805) 966-9801

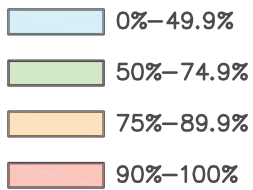


FIGURE 12
PRIVATE PEAK HOUR PARKING OCCUPANCY
SATURDAY AT 11:00 AM

ON-STREET



OFF-STREET



Zone
on-street parking capacity | off-street parking capacity

ZONE	TOTAL	OCCUPIED	VACANT	% OCCUPIED
CIVIC CENTER	679	235	444	35%
PLAZA ENTERTAINMENT AND ARTS	421	172	249	41%
A STREET RETAIL	1,396	605	791	43%
TRANSPORTATION CENTER	319	145	174	45%
META	341	210	131	62%
SOUTH OF 7TH	494	160	334	32%

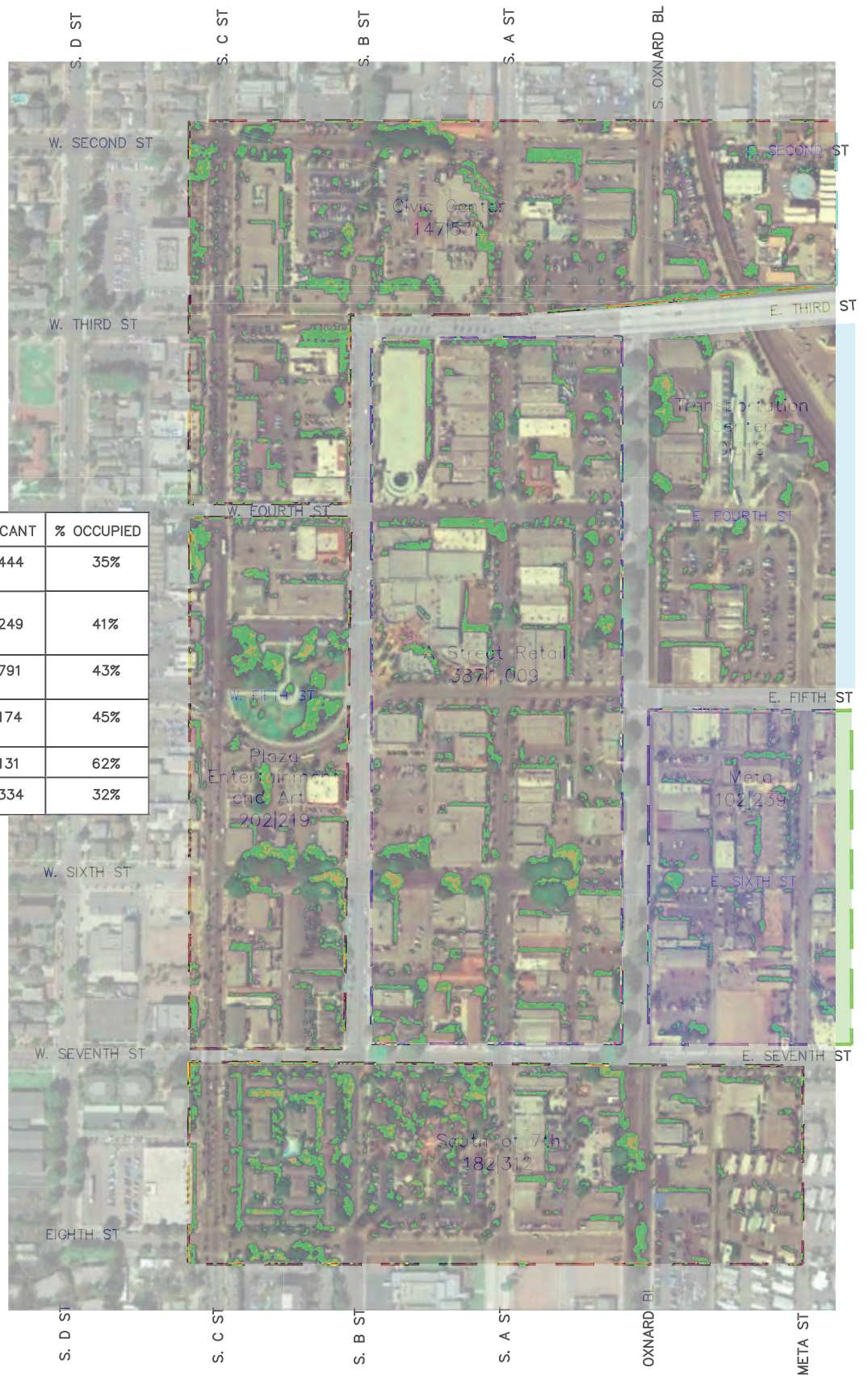


FIGURE 13
PEAK HOUR PARKING OCCUPANCY
SATURDAY AT 11:00 AM



Stantec

111 East Victoria Street,
Phone: (805) 963-9532

Santa Barbara, CA 93101
Fax: (805) 966-9801

Figure 14
On-Street Occupancy Rates by Zone and Time
(Saturday)

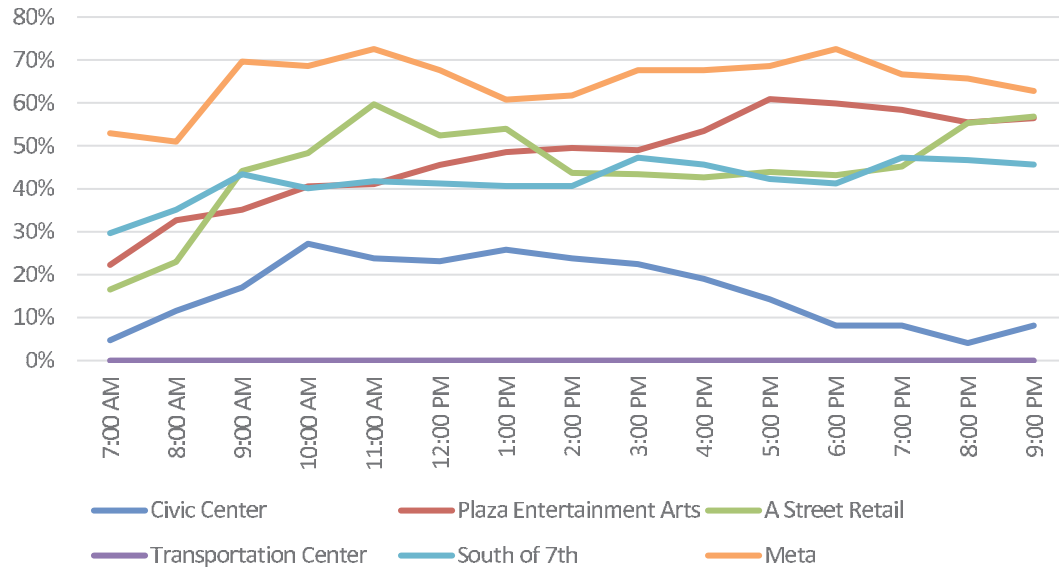
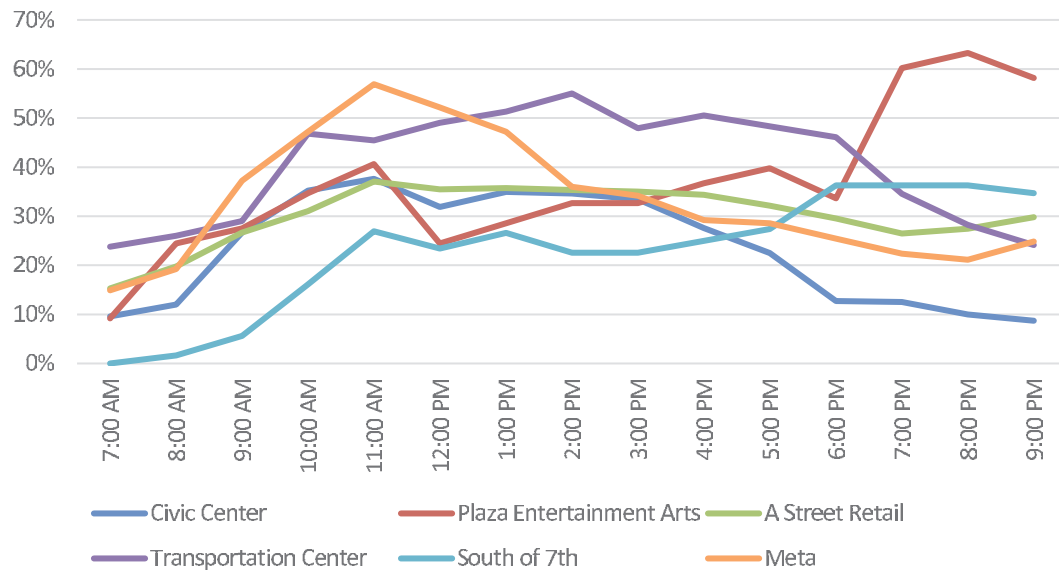


Figure 15
Off-Street Occupancy Rates by Zone and Time
(Saturday)



ATTACHMENT “F”

Addendum No. 5 to the 2030 General Plan Program Environmental
Impact Report



Comprehensive Downtown Code Update and Land Use Guidelines

General Plan Amendment
PZ No. 18-620-01

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

Zone Change
PZ No. 18-570-02

2030 General Plan Program Environmental Impact Report Addendum No. 5

SCH No. 2007041024

Prepared by:

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

April 1, 2019

I. PURPOSE, SCOPE, AND LEAD AGENCY DESIGNATION

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

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

The Downtown Code identifies the following principles:

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

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

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

II. CEQA TESTS FOR ADDITIONAL ENVIRONMENTAL REVIEW

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

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

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

- (a) *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
- (b) *An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*

- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*

III. OXNARD 2030 GENERAL PLAN CERTIFIED PROGRAM EIR

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

The 2030 General Plan Program EIR evaluated the potential environmental effects of implementing the 2030 General Plan for the following impact areas: land use; circulation, traffic, and transportation; utilities; public facilities and services; parks and recreation; biological resources; aesthetic resources; cultural resources; agriculture and soil resources; mineral resources; air quality and climate change; energy and resource conservation; geologic, seismic, and soil hazards; natural hazards; noise; and hazardous materials and uses (Oxnard 2009a, 2009b). Applying the 2030 General Plan goals and policies mitigated environmental effects to less than then-adopted significant thresholds, with five exceptions:

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

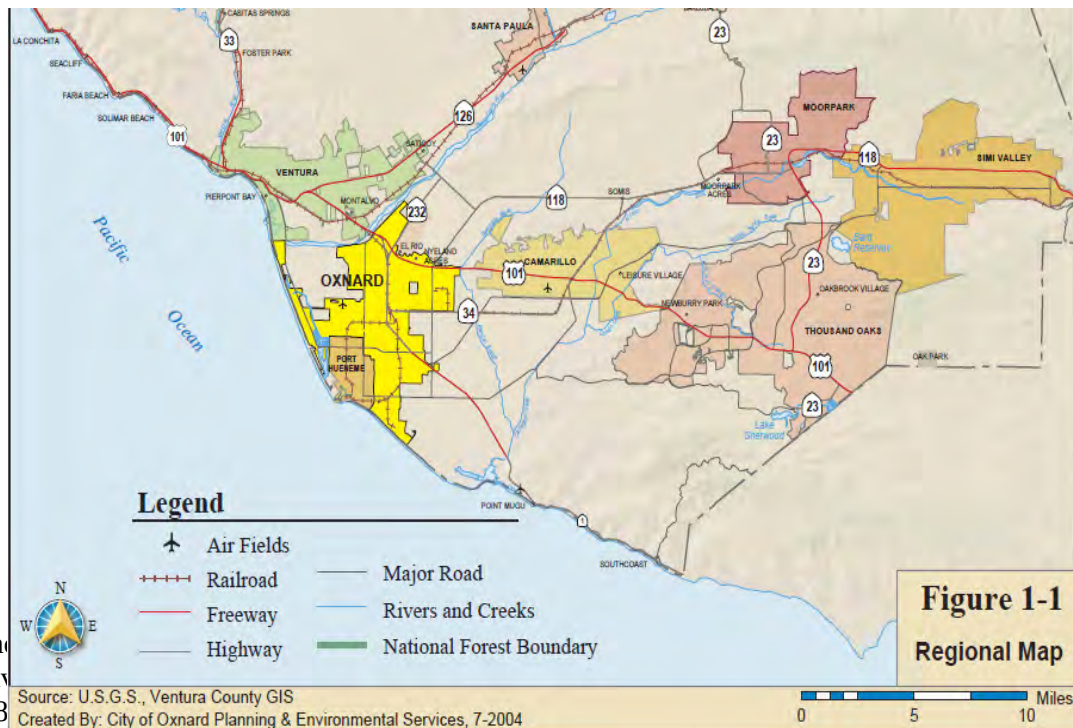
The City Council certified the 2030 General Plan Program EIR on February 2, 2010 (Resolution No. 13,770). In 2011, the City adopted Addendum No. 1 to the Program EIR, which addressed land use designation changes and policy revisions that occurred after the 2030 General Plan Program EIR was initially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

14,982) for the 2013-2021 Housing Element, All-Affordable Housing Opportunity Program (AAHOP) site designations, and related zone text amendments. Addendum No. 4 was adopted in October, 2017 (Resolution No. 15,060) for the 2013-2021 Mid-Cycle Housing Element and related zone text amendments.

IV. DOWNTOWN OXNARD: BACKGROUND

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

Figure 1: City of Oxnard Regional Location



In 1897, ran crop and inv pledge of 18 the fertile Oxnard Plain. With the development of the factory, the Southern Pacific Railroad constructed a spur to the factory site to transport the processed beets. A town quickly developed in close proximity to the Oxnard sugar beet factory to provide services for the factory and its workers. The Oxnard Improvement Company was created in 1898 to design the town site, focused around a town square called “the Plaza” (presently Plaza Park). Businesses and residences were constructed around the town square, with schools and churches following. Incorporated in 1903, the City of Oxnard took its name from the Oxnard brothers who founded the local sugar beet factory.

Oxnard remained a relatively modest farming town largely contained in and around what is now the CBD with the Henry T. Oxnard Historic District to the west, agricultural processing and UPRR railroad station to the east, and the “Colonia” working class neighborhood to the north. Like other California cities

founded in that period, the 1920's saw expansion followed by little growth during the 1930's and 1940's. During WWII, the Army Air Force established a training airfield at what is now the Oxnard Airport with an approach flight path that passes over the north end of the CBD. Naval Base Ventura County was created to the south of Oxnard and remains a major U.S. Navy installation and the area's largest employer.

After WWII, the City expanded south to border the City of Port Hueneme, west to the Pacific Ocean, then north and northeast to incorporate and develop regional commercial and industrial areas along the expanded Rte. 101 Ventura Freeway corridor. During the expansions, the original CBD struggled and the City's Redevelopment Agency played a major role in revitalizing the CBD with development of the Oxnard Transit Center, Plaza Stadium 14 Cineplex and City parking garage, several new City facilities, Heritage Square and Plaza Park, Henry T. Oxnard National Register Historic District, streetscape enhancements, and several new housing developments. In 2011, the California State Budget Act dissolved redevelopment agencies which, combined with the Great Recession of 2007 to 2009, reduced development activity in the CBD. The 2030 General Plan vision is to have a vibrant mixed use CBD that helps achieve a range of quality of life and environmental goals. To that end, in 2017 the City initiated a program to comprehensively replace the traditional CBD land use and zoning regulations with a form-based Downtown Code.

V. PROPOSED DOWNTOWN CODE (PROJECT)

Discretionary Actions

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

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

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

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

Part I of the Downtown Code is the proposed Zone Text Amendment (PZ No. 18-580-01) that replaces the CBD zone with three zoning designations and associated development standards. Part II of is the proposed Architectural Guidelines with proposed terms and definitions included in Downtown Code Section 7. The General Plan Land Use Map and Goals and Policies text amendments are incorporated by reference. Downtown Code Figure 2 (next page), depicts the Project's geographic extent and new zoning designations.

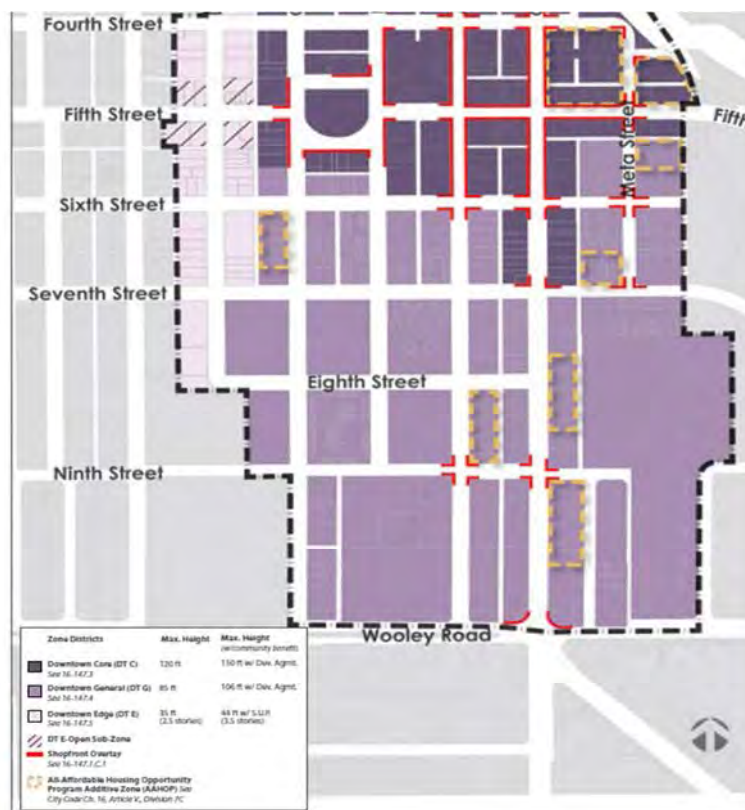
Project Defined as Program-Level

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

Two Formats to Define the Project

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

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



1. Plan-to-Plan Level Comparison:

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

Figure 3: Current 2030 General Plan Land Use Designations Buildout

Land Use Designation	No. of Parcels	Acres	Maximum Non-Residential Development* (gross square feet)	Maximum Residential Development* (units)
CENTRAL BUSINESS DISTRICT	561	125	3,267,000	2,925
Wilson Park	1	5	0	0
Commercial General (CG)	71	13	79,300	140
Residential Low Medium (RLM)	122	23	0	276
Residential Medium (RM)	3	0.3	0	5
Commercial Office (CO)		4	104,500	0

	18			
Churches	4	4	67,000	0
SUBTOTAL NON-CBD	219	49	250,800	421
TOTAL PROJECT AREA	780	174	3,517,800	3,346
* Based on General Plan Floor Area Ratios: CBD = 1.5:1, CG = 0.35:1, CO = 0.6:1 Based on maximum units per acre: CBD = 39, CG = 18, RM = 18, RLM = 12 (no Density Bonus, not AAHOP). CG and CBD are assumed 40% commercial and 60% residential, includes AAHOP sites.				

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

Figure 4: Proposed Project (Downtown Code) Plan Buildout

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

* see Figure 7 footnotes.

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

2. Reasonably Foreseeable Development:

Existing 2016 Conditions

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

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

Figure 5: Existing Uses in the Project Area

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

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

Figure 7: Reasonably Foreseeable Development to 2030

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

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

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

*** North and South Plaza project

C. Reasonably Foreseeable Development under Proposed Project

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

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

D. Project Definition for CEQA Purposes

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

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

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

Action 6: Reversion of DETOD to Central Industrial Area

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

Figure

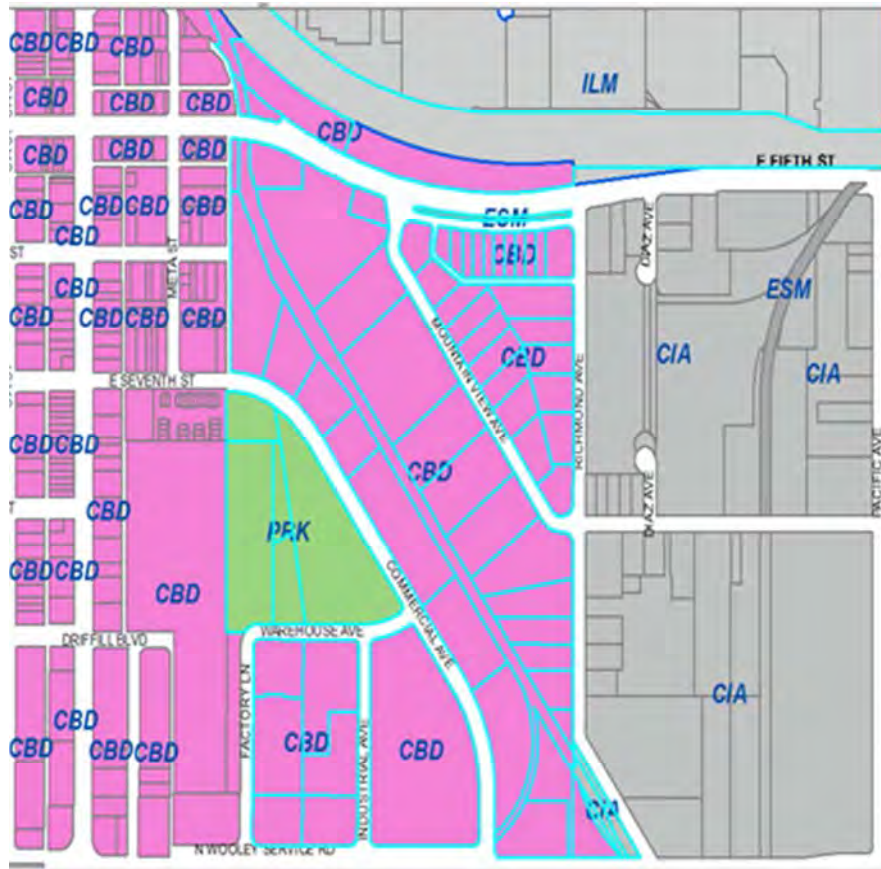


Figure 8 Policy CD-7 Text Amendment

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

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

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

As stated in General Plan Policy CD-7, the change in land use designation to DETOD was deemed consistent with the CIA zoning (M-2) and the DETOD designation did not change any regulations in the DETOD area compared to its previous CIA designation. Therefore, DETOD was only a nominal change that had no effect on the environment. Reversion to the previous CIA General Plan land use designation is also a nominal change with no effect on the environment. Nominal changes would normally be classified as 'Not a Project' under CEQA Guidelines Section 15061(b)(3) (the "common sense rule") which indicates that CEQA only applies to projects that have a "significant effect on the environment" as defined in Public Resources Code section 21068.

VII. Consideration of Environmental Topics

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

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

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

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

1. AESTHETICS

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

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

2. AGRICULTURE AND FORESTRY RESOURCES

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

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

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

3. AIR QUALITY

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

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

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

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

4. BIOLOGICAL RESOURCES

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

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

5. CULTURAL RESOURCES

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. The PEIR (Section 5.4) evaluated impacts on historic, archaeological, and paleontological resources. The planning area contains 31 recorded resources, including historic districts, historic structures, and sites that are eligible for National Register of Historic Places listing. The PEIR determined that historic sites, particularly those in the city's downtown area, may be vulnerable to development activities accompanying infill activities associated with future development under the 2030 General Plan. The planning area also contains known archaeological resources. Potential impacts would be the result of ground disturbance. With implementation of General Plan policies that require evaluation of projects for consistency with historic district design standards and/or evaluation of potential impacts to historic or cultural resources through the Ventura County Cultural Heritage Board, and CEQA requirements pertaining to resource protection if a CEQA review was conducted, impacts would be mitigated to less than significant.

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

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

6. ENERGY

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

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

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

7. GEOLOGY AND SOILS

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

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

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

8. GREENHOUSE GAS EMISSIONS

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. With regard to the significant and unavoidable GHG emissions, the PEIR included a determination of consistency with Assembly Bill (AB) 32 and associated 2008 Scoping Plan. Since certification of the PEIR in 2011, the Scoping Plan has been updated and additional legislation has been passed concerning GHG emissions. Most notably, Executive Order B3015 endorses the effort to set interim GHG reduction targets for year 2030 (40 percent below 1990 levels). Senate Bill (SB) 32 codifies the 2030 target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). Although this is new information, at the time of writing this Addendum, however, no specific policies or emissions reduction mechanisms have been established that would alter the conclusions of the PEIR with regard to the significant and unavoidable GHG impacts.

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

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

9. HAZARDS AND HAZARDOUS MATERIALS

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

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

10. HYDROLOGY AND WATER QUALITY

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. The PEIR (Section 6.3) evaluated potential impacts related to 100-year flood hazards, levee and dam failure inundation, seiche and tsunami, and climate change-induced sea level rise. Development within or adjacent to flood-prone areas could expose housing and other development to flooding

hazards. Structures placed within floodplains also have the potential to alter the historic course of floodwaters that could exacerbate flooding hazards downstream. With implementation of 2030 General Plan policies and the City's flood protection regulations, impacts would be less than significant.

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

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

11. LAND USE AND PLANNING

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

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

12. MINERAL RESOURCES

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

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

13. NOISE

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

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

in the Program EIR, no significant effects previously examined will be substantially more severe than shown in the Program EIR, mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, or mitigation measures which are considerably different from those analyzed in the Program EIR would substantially reduce one or more significant effects on the environment.

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

14. POPULATION AND HOUSING

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

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

15. PUBLIC SERVICES

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. The PEIR (Section 4.4) evaluated impacts on public facilities and services and concluded that impacts would be less than significant with implementation of 2030 General Plan policies and payment of applicable fees. Although implementation of the 2030 General Plan would increase the overall demand on law enforcement and fire protection services as a result of population increases, impacts would be less than significant because the additional personnel and materials costs would be offset through the increased revenue, and fees, generated by future development. In addition, future projects will be reviewed by the City on an individual basis and will be required to comply with the requirements (i.e., impact fees, etc.) in effect at the time building permits are issued. Increased population would also generate additional students, and new school facilities

and personnel will be required to provide adequate service for future growth. Although the school districts have plans for the construction of new facilities, the continued provision of adequate funding sources (i.e., developer fees, etc.) and the dedication or purchase of future school sites will be necessary to ensure continued development of future school facilities. The California legislature has provided that developer payment of school impact fees constitutes full mitigation of new development on school facilities per Government Code Section 65996(b).

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

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

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

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

16. RECREATION

The Downtown Code Project would incrementally direct Downtown General- and Downtown Core-designated new and re-development of the same amount of development as anticipated under the current General Plan and CBD zoning regulations towards a more pedestrian urban design and aesthetic with less surface parking compared to replaced regulations. The PEIR (Section 4.5) evaluated impacts related to increased demand for parks and recreation facilities associated with development under the 2030 General Plan and concluded that impacts would be less than significant with implementation of various 2030 General Plan policies. These policies include ICS-1.1, Maintain Existing Service Levels, and ICS-1.3, Funding for Public Facilities,

which require the City to plan and ensure that a variety of funding methods (including developer fees, grants, and public facility fees) are used to expand a variety of public services (including park and recreation facilities) consistent with community needs.

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

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

17. TRANSPORTATION

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

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

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

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

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

18. TRIBAL CULTURAL RESOURCES

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

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

19. UTILITIES AND SERVICE SYSTEMS

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

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

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

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

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

20. WILDFIRE

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

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

VIII. Findings

As identified above, adoption of the Downtown Code Project and DETOD Reversion amendments to the 2030 General Plan does not constitute significant new information for the purposes of CEQA and therefore do not require substantive revisions to the Program EIR. There are no components of the Downtown Code Project and/or DETOD Reversion that would result in a new significant adverse environmental impact or in a substantial increase in the severity of any impact previously adverse impacts disclosed in the Program EIR within the meaning of CEQA Guidelines Section 15164.

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

a. **ADDENDUM IS APPROPRIATE CEQA DOCUMENTATION**

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

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

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

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

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

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

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

REFERENCES AND INCORPORATIONS BY REFERENCE

- Oxnard, City of. 2009a. *City of Oxnard 2030 General Plan Update Draft Program Environmental Impact Report* (SCH #2007041024). [all related documents]
———. 2009b. *City of Oxnard 2030 General Plan Updated Recirculated Draft EIR* (SCH #2007041024).
———. *City of Oxnard 2030 General Plan, Goals and Policies*
———. 2011 to 2017, *Oxnard 2030 General Plan Program EIR Addendum Nos. 1 to 4*.
———. 2017. *City of Oxnard 2013–2021 Mid-Cycle Housing Element*. Adopted October, 2017.

- _____. Downtown Code, First Public Draft, November, 2018.
- _____ Public Works Integrated Master Plan (current version)
- _____ Parks and Recreation Master Plan (current version)
- _____ Downtown Mobility and Parking Plan (current version)
- _____ 2013-2021 Mid-Cycle Housing Element (current version)
- _____ Bicycle and Pedestrian Master Plan (current version)
- _____ Oxnard Corridor Community Transportation Improvement Plan (current version)

ATTACHMENT "G"

May 16, 2019 E-Mail from Architect Mark Di Cecco



Spondello, Douglas <doug.spondello@oxnard.org>

downtown code conflicts

7 messages

Mark Di Cecco <mark@diceccoarch.com>

Thu, May 16, 2019 at 10:39 AM

To: "Spondello, Douglas" <doug.spondello@oxnard.org>, "Lambert, Jeffrey" <jeffrey.lambert@oxnard.org>

Cc: Henry Casillas <hc@ca-realtypros.com>

Doug and Jeff,

Thanks very much for the opportunity to discuss items within the latest version of the Oxnard Downtown code.

As you know, we are designing a new project to anticipate and comply with these new codes, and we are aware that this new project may likely be the first "test case" of the new Oxnard Downtown Code, specifically in the DT-G zone.

As discussed, here are some of the items initially identified:

16-147.4.B.3 allows a building interior side yard of 0' to the property line, yet per 16-147.4.E.3 the parking must be setback 5' from the side property line.

With podium parking, the parking is completely enclosed by building. In this case, the building can be on the property line, but the parking enclosed within it must be 5' away from the property line. This is reinforced by 16.149.B.b.1 that requires podium parking to meet the setback required in 16-147.4.E.3.

16-147.4.B.4 requires a 5' setback from an alley, understandable when OMC requires 25' for a car to turn around in an alley, which in downtown is typically 20' wide. This requirement is referenced in a table that refers only to the ground floor. What is not covered in the code is whether that requirement applies above the ground floor. What adds to the confusion is that 16-147.4.B.3, referring to ground floor sideyard setbacks, has a footnote that refers to upper floor residential sideyard setbacks.

16-147.4.E.2 is similar to 16-147.4.E.3 in that it requires the parking must be setback 5' from the Side Street property line, while 16-147.4.B.3 allows a building side street setback of 0' from the property line. Again with podium parking, the parking is completely enclosed by building that can extend to the property line, but the parking enclosed within it (and not visible from the street) must be set back 5'.

16-147.4.E.2: I completely understand the rationale behind 16-147.4.E.1, which creates a 30' deep ground floor "liner" of commercial space along a primary street. What becomes extremely challenging, especially on smaller lots, is the requirement in 16-147.4.E.2 that requires that 30' deep liner to wrap a minimum of 75' along the side street. By its very nature, complying with 16-147.4.E.1 will create 30' of commercial frontage on the side street. Adding 45' of additional commercial frontage severely restricts the opportunity to hide parking within a podium on a smaller lot. We'd like to request that this requirement go away in the codified ODC, or at minimum be significantly reduced in depth.

16.149.B.b.III says that "a partial subterranean and fully subterranean parking garage may align with the Primary Street and/or Side Street building frontage line(s) provided that it does not extend higher than the finish grade". A partially subterranean parking garage, by its very nature and definition, extends partially above the finish grade. Therefore this section cannot apply to a partially subterranean parking garage. This is not an issue with our project per se, but is confusing and contradictory.

16-153.1.A requires a public open space on a small lot of 7% of the lot area. This requirement is *on-site*. In our case, with 21,000 s.f. lot, this requirement is 1470 s.f. The most appropriate public space type identified in the Code for a small lot would be a paseo, which has a minimum 10' width. At this minimum, we would need a 147' long paseo on a 150' deep lot, severely restricting our ability to meet parking and commercial space ground floor requirements. There needs to be some way in the code to provide the space offsite, perhaps to be combined with other projects for larger spaces, or even a way to convert the alley into a shared "green street".

We are anxious to proceed with the project. These items may seem minor but have tremendous impact on how the building gets designed and ultimately how it contributes to the Downtown community. As mentioned above, this also may set a precedent for future projects, especially on smaller lots. Thanks very much for your prompt consideration of these items.

We sincerely hope that this project can become a catalyst for great things to come Downtown.

Thanks again,

mark

**Mark Di Cecco AIA, D.Arch, NCARB, LEED AP
AIAVC Past President/Director**