

Written materials relating to an item on this agenda that are distributed to the legislative bodies within 72 hours before the item is to be considered at its regularly scheduled meeting will be made available for public inspection at the Library, 251 South "A" Street and the City Clerk's Office, 300 West Third Street 4th Floor during customary business hours. Any materials to be presented at this meeting will be made available electronically 24 hours prior to the meeting, at the end of this agenda. The agenda reports are on the City of Oxnard web site at www.oxnard.org.



AGENDA
OXNARD CITY COUNCIL
OXNARD COMMUNITY DEVELOPMENT COMMISSION SUCCESSOR AGENCY
OXNARD FINANCING AUTHORITY
OXNARD HOUSING AUTHORITY
Council Chambers, 305 West Third Street
March 6, 2018
Regular Meeting - 6:00 PM
Closed Session - 5:30 PM

A. ROLL CALL/POSTING OF AGENDA

THE FOLLOWING LEGISLATIVE BODIES ARE MEETING: City Council.

B. PUBLIC COMMENTS ON CLOSED SESSION ITEMS

At this time, a person may address the legislative body only on matters appearing on the closed session agenda. The presiding officer shall limit public comments to three minutes

C. CLOSED SESSION

1. Conference with Legal Counsel – Existing Litigation

CC (Government Code section 54956.9 (d)(1))

Name of case: Aaron Zavala v. City of Oxnard

Workers' Compensation Case Nos. ADJ10088458 (OXN) and ADJ10519898 (OXN)

The City Attorney requested that this item be discussed in closed session under the Brown Act authorization for the City Council to confer with its legal counsel regarding pending litigation.

D. OPENING CEREMONIES

Pledge of allegiance to the flag of the United States.

E. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

At this time, the legislative body will consider public comments for a maximum of thirty minutes. A person may address the legislative body only on matters not appearing on the agenda and within the subject matter jurisdiction of the legislative body. Speaker cards will not be accepted after the beginning of the general public comment period. Based on the number of speaker cards submitted, the presiding officer may impose time limits per speaker. Typically, speakers are limited to three minutes, but shorter time may be established as deemed necessary.

In compliance with the Americans with Disabilities Act, if you require special assistance to participate in a meeting, please contact the City Clerk's Office at 385-7803. Notice at least 72 hours prior to the meeting will enable the City to reasonably arrange for your accessibility to the meeting.

City of Oxnard internet address: www.oxnard.org.

A person not able to address the legislative body at this time because the thirty minutes expires may do so just prior to adjournment of the meeting. The legislative body cannot enter into a detailed discussion or take action on any items presented during public comments at this time. Such items may only be referred to the City Manager/ Executive Director/Secretary for administrative action or scheduled on a subsequent agenda for discussion. Persons wishing to speak on public hearing items should do so at the time of the hearing.

F. REPORT OF CITY MANAGER/EXECUTIVE DIRECTOR/SECRETARY

The City Manager/Executive Director/Secretary shall report on items of interest to the legislative body occurring since the last meeting. The legislative body cannot enter into detailed discussion or take action on any item presented during this report. Such items may only be referred to the City Manager/Executive Director/Secretary for administrative action or scheduled on a subsequent agenda for discussion.

G. CITY COUNCIL/HOUSING AUTHORITY/SUCCESSOR AGENCY/FINANCING AUTHORITY BUSINESS/COMMITTEE REPORTS

At this time, a member of the legislative body may make a brief announcement, or make a brief report on his or her activities. Further, members of the legislative body may request to schedule consideration of whether to place an item on a future agenda. The legislative body cannot enter into detailed discussion or take action on any item presented during this report. The member's report shall not exceed three minutes, unless additional time is granted by the presiding officer.

H. REVIEW OF INFORMATION/CONSENT AGENDA

The members of the legislative body will consider whether to remove Information/Consent Agenda items for discussion later during the meeting.

I. PUBLIC COMMENTS ON INFORMATION/CONSENT AGENDA

At this time, a person may address the legislative body only on matters appearing on the information/consent agenda. The presiding officer shall limit public comments to three minutes.

J. INFORMATION CONSENT AGENDA

City Attorney Department

1. SUBJECT: Adoption of Ordinance No. 2934 Regarding the Election of Members of the City Council by Districts, Establishing the Boundaries and Identification Number of Each District, and Establishing the Election Order in Each District.

RECOMMENDATION: That the City Council adopt Ordinance No. 2934 (by title only, with further reading waived) adding Sections 2-2 to 2-3.5 to the Oxnard City Code regarding the election of members of the City Council by six districts, establishing the boundaries and identification number of each district, and establishing the election order in each district.

Legislative Body: CC

Contact: Stephen M. Fischer

Phone: 385-7483

City Manager Department

2. SUBJECT: Agreements for City Council Review.

RECOMMENDATION: That City Council, pursuant to Ordinance No. 2835, and Resolution No. 13,932, approve and authorize the City Manager to execute the following agreements/contracts and change orders/amendments in amounts more than \$25,000 but no more than \$250,000:

A. Shute Mihaly & Weinberger, LLP (7002-15-CA) for legal representation before the California Public Utilities Commission and the California Energy Commission in relation to the proposed NRG electrical generating facility at Mandalay Beach (\$25,000).

B. McCain Traffic (Purchase Order No. 6714) for the purchase of traffic signal equipment (\$100,000).

C. Wondries Toyota (Purchase Order No. 6729) for the purchase of a pickup truck to support City Corps' beverage container recycling and litter abatement efforts (\$32,956).

Legislative Body: CC

Contact: Scott Whitney

Phone: 385-7624

Cultural and Community Service Department

3. SUBJECT: Cultural Arts Commission Bylaw Amendment.

RECOMMENDATION: That City Council adopt a resolution approving amended bylaws for the Cultural Arts Commission, changing the regular meeting day and time from the second Wednesday of each month at 5:00 p.m. to the first Wednesday of each month at 4:30 p.m. in the City Council Chambers.

Legislative Body: CC

Contact: Ingrid Hardy

Phone: 385-7993

K. PUBLIC HEARINGS

Development Services Department

1. SUBJECT: Appeal of Planning Commission Approval of Planning & Zoning Permit No. 17-500-04, Special Use Permit for the Construction of a 5,648 Sq. Ft. Automated Car Wash (Waterdrops Express) with 21 Canopy-Covered Vacuum Stations on a 1.42 Acre Vacant Parcel Located at 3600-3700 W. Fifth Street, Commonly Known as Rancho Victoria Plaza. (15/20/20)

RECOMMENDATION: Adopt a resolution upholding the Planning Commission's approval of Planning & Zoning Permit No. 17-500-04 for the Waterdrops Express car wash subject to certain findings and conditions of approval in Resolution No. 2018-04.

Legislative Body: CC

Contact: Ashley Golden

Phone: 385-7882

L. REPORTS

Development Services Department

1. SUBJECT: Adoption of Ordinance No. 2935. (5/5/5)

RECOMMENDATION: That the City Council:

1. Adopt Ordinance No. 2935 (read by title only, waiving further reading) approving the Joint Powers Agreement for the Los Angeles Community Choice Energy program/Clean

Power Alliance; and Authorize the Implementation of the Community Choice Aggregation Program.

2. Designate one Director to the Clean Power Alliance; and designate two alternates to the Clean Power Alliance Board.

Legislative Body: CC

Contact: Ashley Golden

Phone: 385-7882

Public Works Department

2. SUBJECT: La Colonia Green Alleys Grant Budget Appropriation (5/5/5)

RECOMMENDATION: That City Council:

1. Appropriate funds in the total amount of \$1,380,065 (grant and match) to implement the La Colonia Green Alleys project.

2. Approve a match of \$180,065, consisting of \$80,065 of in-kind contributions and a \$100,000 appropriation to project number 183104 – La Colonia Green Alleys project.

Legislative Body: CC

Contact: Rosemarie Gaglione

Phone: 385-8055

3. SUBJECT: City-Wide Street Sweeping - Second Amendment to Agreement No. A-7659. (5/5/5)

RECOMMENDATION: That City Council approve and authorize the Mayor to execute the Second Amendment to the Agreement with Venco Power Sweeping, Incorporated (Agreement No. A-7659) for City-wide street sweeping services, extending the original agreement from a four-year term expiring on March 31, 2018, to a six-year term expiring March 31, 2020, and increase the original contract total by \$1,186,000 for a new contract not to exceed of \$3,150,000.

Legislative Body: CC

Contact: Rosemarie Gaglione

Phone: 385-8055

4. SUBJECT: Agreement with Solenis LLC for Polymer Supply to the Wastewater Treatment Plant. (5/5/5)

RECOMMENDATION: That City Council:

1. Award and authorize the Mayor to execute an Agreement with Solenis LLC in the amount of \$1,012,000 for a three (3) year term for the supply of Praestol K144L-371220 Polymer to the Wastewater Treatment Plant (Agreement No. 8172-17-PW).

2. Approve an appropriation of \$130,000 for the purchase of polymer in Account No. 621-6202-843.81-06.

Legislative Body: CC

Contact: Rosemarie Gaglione

Phone: 385-8055

5. SUBJECT: Intelligent Transportation Systems Update (10/10/5)

RECOMMENDATION: That City Council receive an update on the City's Intelligent Transportation System.

Legislative Body: CC

Contact: Rosemarie Gaglione

Phone: 385-8055

M. ADJOURNMENT



**CITY COUNCIL
AGENDA REPORT**

TYPE OF ITEM: Info/Consent

AGENDA ITEM NO.: 1

DATE: March 6, 2018

TO: City Council

FROM: Stephen Fischer
City Attorney

SUBJECT: Adoption of Ordinance No. 2934 Regarding the Election of Members of the City Council by Districts, Establishing the Boundaries and Identification Number of Each District, and Establishing the Election Order in Each District.

CONTACT: Stephen Fischer, City Attorney
Stephen.Fischer@oxnard.org, 385-7483

RECOMMENDATION:

That the City Council adopt Ordinance No. 2934 (by title only, with further reading waived) adding Sections 2-2 to 2-3.5 to the Oxnard City Code regarding the election of members of the City Council by six districts, establishing the boundaries and identification number of each district, and establishing the election order in each district.

BACKGROUND

This agenda item is for the adoption of Ordinance 2934 adding Sections 2-2 to 2-3.5 to the Oxnard City Code regarding the election of members of the City Council by six districts, establishing the boundaries and identification number of each district, and establishing the election order in each district.

At its November 27, 2017 meeting, the City Council adopted Resolution No. 15,068, which indicated the City's intent to consider transitioning from at-large elections to district elections for members of the City Council pursuant to Elections Code Section 10010.

In compliance with state law, the City Council held two public hearings on December 12, 2017 and January 3, 2018 for the public to provide input regarding the composition of the proposed City Council districts.

Adoption of Ordinance No. 2934 Regarding Council Districts

March 6, 2018

Page 2

As of the January 5, 2018 deadline to submit maps, a total of 65 draft maps were submitted by members of the public and not withdrawn. In addition, the City's demographer prepared two additional maps for the City Council's consideration. Of the maps submitted, 39 maps met the basic qualifications of number of districts (four, six or eight), contiguous district boundaries, and population balanced. In addition, one partial map was submitted based upon a six-district map, with only one district drawn.

The City Council subsequently held four public hearings regarding the draft district maps on January 17, 2018, January 29, 2018, February 7, 2018 and February 20, 2018. This was twice the number of public hearings required by state law. In addition, the City held a Community Workshop on January 22, 2018 at the Oxnard Performing Arts and Convention Center to discuss the districting process and draft maps. The Inter-Neighborhood Council Organization (INCO) also held a special meeting on January 25, 2018 at City Council Chambers to discuss the districting process and the draft maps.

At its February 20, 2018 meeting, the City Council made a motion selecting Map 635 as the map to be used for the districting of the City. In addition, the City Council made a motion determining that district elections for a four-year term will be held in November 2018 for Districts 1, 2 and 5, and district elections for a four-year term will be held in November 2020 for Districts 3, 4 and 6. In addition, an election will be held in District 6 for an initial two-year term in November 2018 – thus allowing six members of the City Council to be in office after the November 2018 City Council election. The City Council's motion directed these decisions be included in an ordinance to be considered for first reading on February 27, 2018.

At its February 27, 2018 meeting, the City Council held its final public hearing regarding the districting process and gave the public its last opportunity to provide public input before the City Council considers the first reading of the ordinance selecting Map 635 as the map to be used for the districting of the City and determining the sequencing of the elections in each of the districts. The City Council approved the first reading of Ordinance 2934 by a 4 to 1 vote.

STRATEGIC PRIORITIES

Not applicable.

FINANCIAL IMPACT

There is no specific financial impact from tonight's public hearing, although the consideration of transitioning to a district-based election system has taken significant staff time and has involved the use of a demographer to attend specific public hearings and provide online public outreach tools included in the scope of services.

Adoption of Ordinance No. 2934 Regarding Council Districts
March 6, 2018
Page 3

ATTACHMENTS:

Ordinance No. 2934

ORDINANCE NO. 2934**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD PROVIDING FOR THE ELECTION OF MEMBERS OF THE CITY COUNCIL BY SIX DISTRICTS, ESTABLISHING THE BOUNDARIES AND IDENTIFICATION NUMBER OF EACH DISTRICT, ESTABLISHING THE ELECTION ORDER OF EACH DISTRICT AND ADDING SECTIONS 2-2 TO 2-3.5 TO THE OXNARD CITY CODE**

WHEREAS, Government Code Section 34886 permits the City Council of any city to change the city's method of election by ordinance to a "by-district" system in which each member of the City Council is elected only by the voters in the district in which the candidate resides, and permits the mayor to continue to be elected at-large, in accordance with Government Code Section 34871, subdivision (c); and

WHEREAS, under the provisions of Elections Code Section 10010, a city that changes from an at-large City Council method of election to a by-district City Council method of election requires a total of five public hearings, including at least two public hearings regarding potential district boundaries prior to the release and consideration of any draft district maps, and two public hearings following the release of draft district map(s); and

WHEREAS, at the regular meeting of the City Council of the City of Oxnard held on November 27, 2017, the City Council adopted Resolution No. 15,608 that initiated the process of establishing a by-district election system and adopting the schedule therefore; and

WHEREAS, at the regular and special meeting of the City Council on December 12, 2017 and January 3, 2018, respectively, pursuant to Elections Code Section 10010(a)(1), the City Council held public hearings where the public was invited to provide input regarding the composition of the City's districts before any draft maps were drawn, and the City Council considered and discussed the same; and

WHEREAS, at special meetings of the City Council held on January 17, 2018, January 29, 2018 and February 7, 2018 and at a regular meeting of the City Council held on February 20, 2018, pursuant to Elections Code Section 10010(a)(2), the City Council held public hearings where the public was invited to provide input regarding the content of the draft maps that had been released at least seven (7) days before each meeting, and the proposed sequence of elections, and the City Council considered and discussed the same; and

WHEREAS, at the regular meeting of the City Council held on February 20, 2018, the City Council directed staff to draft an ordinance adopting the district map known as Map 635 (attached hereto as Exhibit A) and providing specific sequencing of elections in each of the six districts; and

WHEREAS, at the regular meeting of the City Council held on February 27, 2018, the City Council held a final public hearing on the proposal to establish district boundaries, reviewed additional public input, formally selected the district map and the election sequence attached to, incorporated into, and set forth in this Ordinance, which was introduced for a first reading at the same regular meeting of the City Council; and

WHEREAS, throughout the foregoing process, the City engaged in a significant amount of public outreach and engagement above and beyond the public hearings and other procedures required by Elections Code Section 10010, including, but not limited to, two additional public hearings, one public workshop and one presentation on the districting process and draft maps to the City's Inter-Neighborhood Council Organization; and

WHEREAS, the purpose of this Ordinance is to enact, pursuant to California Government Code Section 34886, an ordinance providing for the election of members of the City Council of the City of Oxnard by-district in six single-member districts as reflected in Exhibit A to this Ordinance, with the Mayor continuing to be elected at-large, in furtherance of the purposes of the California Voting Rights Act of 2001 (Chapter 1.5 (commencing with Section 14025) of Division 14 of the Elections Code) and to implement the guarantees of the California Constitution.

The City Council of the City of Oxnard hereby ordains as follows:

Section 1. **Code Amendment.** Sections 2-2 through 2-3.5 are hereby added to the Oxnard City Code to read as follows:

"2-2 Declaration of Purpose Regarding District Elections. The City Council of the City of Oxnard hereby declares that the change of method of electing members of this City Council is being made in furtherance of the California Voting Rights Act of 2001.

"2-2.5 City Council Districts Established. Six City Council districts are hereby established in the City of Oxnard. The boundaries and identifying number of each district shall be as described on Map 635 attached hereto as Exhibit "A" and incorporated hereby by this reference.

"2-3 Election of Members of the City Council by District.

a. Following the March 6, 2018 effective date of this Ordinance and upon the commencement of "by district" elections in the order established in Section 2-3.5 of this Code, members of the City Council shall be elected "by district" as defined in California Government Code Section 34871 or any successor statute. No term of any member of the City Council that commenced prior to March 6, 2018 shall be affected by the adoption of Sections 2-2 to 2-3.5 of the Code. The Mayor shall continue to be separately elected on an at-large basis to a two-year term.

b. Registered voters signing nomination papers or voting for a member of the City Council shall be residents of the geographical area making up the district from which the Member is to be elected.

c. Except as otherwise provided in Section 2-3.5(B), the terms of the office of each Member elected to the City Council shall remain four (4) years.

“2-3.5 Commencement of District Elections.

(A) Commencing with the general municipal election in November of 2018 and thereafter, the voters in Districts 1, 2 and 5 shall elect members of the City Council by district for full four (4) year terms.

(B) For the general municipal election in November of 2018 only, the voters in District 6 shall elect their Member of the City Council by district for a two-year term.

(C) Commencing with the general municipal election in 2020 and thereafter, the voters in Districts 3, 4 and 6 shall elect Members of the City Council by district for full four (4) year terms.

(D) Pursuant to Elections Code Section 21606, the term of office of any Councilmember who has been elected and whose term of office has not expired shall not be affected by any change in the boundaries of the district from which he or she was elected.”

Section 2. Severability. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held to be invalid or unenforceable by a court of competent jurisdiction, the remaining portions of this Ordinance shall nonetheless remain in full force and effect. The Council of the City of Oxnard hereby declares that it would have adopted each section, subsection, sentence, clause, phrase, or portion of this Ordinance, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions of this Ordinance be declared invalid or unenforceable.

Section 3. The City Clerk shall certify as to the adoption of this Ordinance and shall cause the summary thereof to be published within fifteen calendar (15) days of the adoption and shall post a certified copy of this Ordinance, including the vote for and against the same, in the office of the City Clerk, in accordance with Government Code Section 36933. Ordinance No. 2934 was first read on February 27, 2018, finally adopted on March 6, 2018, to become effective immediately thereafter.

AYES:

NOES:

ABSENT:

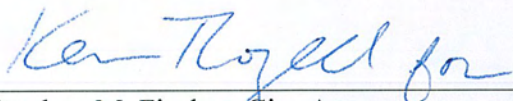
ABSTAIN:

Tim Flynn, Mayor

ATTEST:

Michelle Ascencion, City Clerk

APPROVED AS TO FORM:

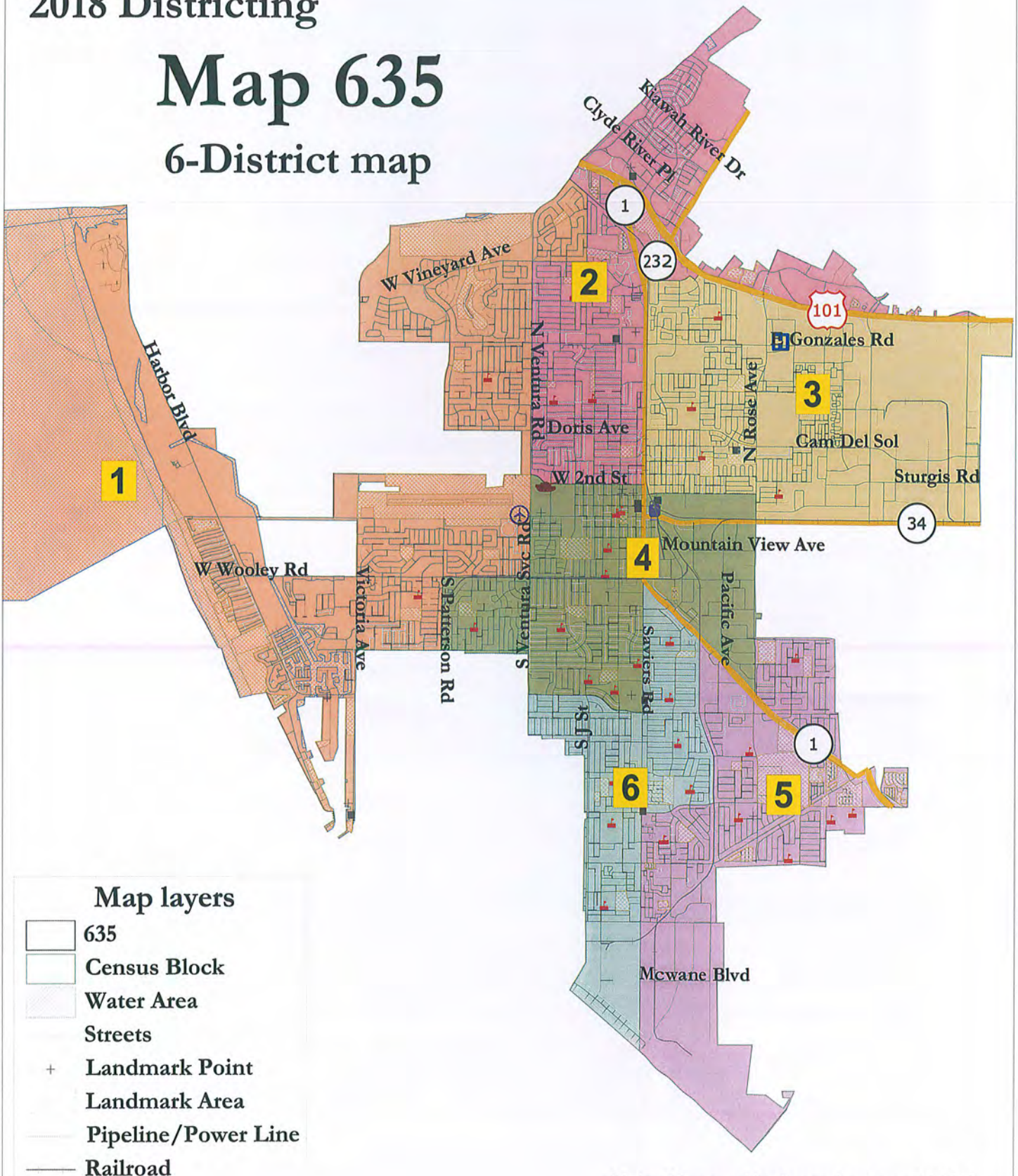


Stephen M. Fischer, City Attorney

Exhibit A

City of Oxnard
2018 Districting

Map 635
6-District map



National Demographics Corporation, January 10, 2018

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**CITY COUNCIL
AGENDA REPORT**

TYPE OF ITEM: Info/Consent

AGENDA ITEM NO.: 2

DATE: March 6, 2018

TO: City Council

THROUGH: Scott Whitney
Interim City Manager

FROM: Scott Whitney
Interim City Manager/Police Chief

SUBJECT: Agreements for City Council Review.

CONTACT: Scott Whitney, Interim City Manager/Police Chief
Scott.Whitney@OxnardPD.org, 385-7624

RECOMMENDATION:

That City Council, pursuant to Ordinance No. 2835, and Resolution No. 13,932, approve and authorize the City Manager to execute the following agreements/contracts and change orders/amendments in amounts more than \$25,000 but no more than \$250,000:

- A. Shute Mihaly & Weinberger, LLP (7002-15-CA) for legal representation before the California Public Utilities Commission and the California Energy Commission in relation to the proposed NRG electrical generating facility at Mandalay Beach (\$25,000).
- B. McCain Traffic (Purchase Order No. 6714) for the purchase of traffic signal equipment (\$100,000).
- C. Wondries Toyota (Purchase Order No. 6729) for the purchase of a pickup truck to support City Corps' beverage container recycling and litter abatement efforts (\$32,956).

BACKGROUND

On November 16, 2010, the City Council approved changes to the City's Purchasing Procedures reducing the threshold for City agreements/contracts and change orders/amendments requiring City Council approval to \$25,000. The agreements/contract and change orders/amendments described on the attached list involve amounts above \$25,000 and up to \$250,000.

Agreements for City Council Review.
March 6, 2018
Page 2

FINANCIAL IMPACT

A complete explanation of the agreement and funding sources are attached.

NOTE: Copies of the agreement/contracts and change orders/amendments on the list are available in the City Clerk's Office prior to the Council meeting.

ATTACHMENTS:

Attachment A: City Manager Contract List for March 6, 2018

City Manager Contract List for 03/06/2018

Contracts from \$25,000 to \$250,000

A Attorney Services Agreement

Vendor: Shute Mihaly & Weinberger, LLP
Type: Amendment
Agreement No.: 7002-15-CA
Amendment No.: 5
Purchase Order No.: 5286
Begin Date: 01/21/2015
End Date: 01/22/2019
Term: 01/21/15-01/22/19

Amount to be Approved:
Current FY Amount: \$25,000
Total Contract Amount: \$275,000
Funding Source: \$1,025,000
 General Fund
Vendor Selection Process: Negotiated Contract
of Bids/Proposals/Quotes: N/A
Project Manager: Stephen M. Fischer
Department: City Attorney's Office
Telephone: (805) 385-7483
Email: stephen.fischer@oxnard.org

Purpose:

Staff is requesting authorization to enter into a Fifth Amendment with Shute Mihaly & Weinberger, LLP (7002-15-CA) in the amount of \$25,000 for a total not to exceed amount of \$1,025,000 to finalize the legal representation before the California Public Utilities Commission and the California Energy Commission in relation to the proposed new NRG electrical generating facility at Mandalay Beach, which may impact the decommissioning and removal of the existing generating facilities at Mandalay and Ormond Beach.

B Blanket Purchase Order for Traffic Signal Equipment

Vendor: McCain Traffic
Type: Purchase Order
Agreement No.: N/A
Amendment No.: 6714
Purchase Order No.: 01/17/2018
Begin Date: 04/05/2018
End Date: 3 months
Term:

Amount to be Approved:
Current FY Amount: \$100,000
Total Contract Amount: \$100,000
Funding Source: \$100,000
 181-3102-803.81-34 (20%), 181-3102-803.81-21 (80%)
Vendor Selection Process: Joint Purchase
of Bids/Proposals/Quotes: 1
Project Manager: Justin Link
Department: Public Works Department/Transportation Division
Telephone: (805) 385-8308
Email: justin.link@oxnard.org

Purpose:

Staff is requesting approval of a Blanket Purchase Order No. 6714 with McCain Traffic in the amount of \$100,000 to purchase traffic signal controllers, controller cabinets, controller cabinet equipment, traffic signal poles, traffic signal mast arms and traffic signal heads.

Pursuant to the City's Purchasing Policies, purchases will be made by piggy-backing on the State of California Department of General Services (DGS) contract (1-15-63-01A). The DGS contract is valid until April 15, 2018.

City Manager Contract List for 03/06/2018

Contracts from \$25,000 to \$250,000

C Truck for beverage container recycling efforts

Vendor: Wondries Toyota
Type: Purchase Order
Agreement No.:
Amendment No.:
Purchase Order No.:
Begin Date:
End Date:
Term:

Amount to be Approved: \$32,956
Current FY Amount: \$32,956
Total Contract Amount: \$32,956
Funding Source: CalRecycle Grant, Project # 775554
Vendor Selection Process: Informal Bids
of Bids/Proposals/Quotes: 3
Project Manager: Greg Barnes
Department: Cultural and Community Services/Recreation City Corps
Telephone: (805) 385-8123
Email: greg.barnes@oxnard.org

Purpose:

Staff is requesting approval of Purchase Order No. 6729 with Wondries Toyota in the amount of \$32,956 for the purchase of a pickup truck to support City Corps' beverage container recycling and litter abatement efforts.

The City of Oxnard Cultural and Community Services Department's City Corps program is implementing grant number RBC28-16-0018 from the California Department of Resources Recycling and Recover (CalRecycle). This grant allows for the purchasing of a quad cab pickup truck for beverage container recycling efforts. The truck will be purchased using grant funds from the CalRecycle Grant account.

Pursuant to the City's purchasing policies, three informal quotes were obtained.

Wondries Toyota - \$32,955.80
Vista Ford/Lincoln - \$33,283.53
Ford of Ventura - \$35,793.34

Wondries Toyota was selected as the lowest responsible bidder.



**CITY COUNCIL
AGENDA REPORT**

TYPE OF ITEM: Info/Consent

AGENDA ITEM NO.: 3

DATE: March 6, 2018

TO: City Council

THROUGH: Scott Whitney
Interim City Manager

A handwritten signature in dark ink, appearing to read "S. Whitney".

FROM: Ingrid Hardy
Cultural & Comm Services Director

A handwritten signature in dark ink, appearing to read "Ingrid Hardy".

SUBJECT: Cultural Arts Commission Bylaw Amendment.

CONTACT: Ingrid Hardy, Cultural & Comm Services Director
Ingrid.Hardy@oxnard.org, 385-7993

RECOMMENDATION:

That City Council adopt a resolution approving amended bylaws for the Cultural Arts Commission, changing the regular meeting day and time from the second Wednesday of each month at 5:00 p.m. to the first Wednesday of each month at 4:30 p.m. in the City Council Chambers.

BACKGROUND

The Cultural Arts Commission ("the Commission") hosts regular meetings on the second Wednesday of each month at 5:00 p.m. Initially, the meetings were held in the City Council Chambers (the "Chambers"). However, in September 2017, the Fiscal Policy Task Force changed their meeting time from 9:00 a.m. to 4:00 p.m. in the Chambers on the second Wednesday. As such, the Commission meetings could no longer be accommodated at 5:00 p.m.

Subsequent Commission meetings were held at the Main Library, the Human Resources Activity Room, and most recently the lobby of the Performing Arts and Convention Center. These meeting locations resulted in less participation by the public. In addition, the meetings could not be recorded and posted online. As such, the Commission is requesting to change their meetings to a day and time where they can be recorded and encourage more public participation.

Cultural Arts Commission Bylaw Amendment
March 6, 2018
Page 2

The Commission requests that Council approve an amendment to Article V, section A of the Commission's bylaws, changing their meeting day and time from the second Wednesday of each month at 5:00 p.m. to the first Wednesday of each month at 4:30 p.m. in the Chambers.

The Commission approved this bylaw amendment on February 14, 2018. If approved by the City Council, the change will become effective beginning April 4, 2018.

STRATEGIC PRIORITIES

This agenda item is a routine operational item or does not relate to the four strategic plans adopted by City Council on May 17, 2016.

FINANCIAL IMPACT

There is no fiscal impact by this action.

ATTACHMENTS:

Attachment A: 2018 Cultural Arts Commission Bylaws Amendment

Attachment B: 2018 Cultural Arts Commission Bylaws Amendment Redlined

CITY COUNCIL OF THE CITY OF OXNARD

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OXNARD
 APPROVING AN AMENDMENT TO THE CULTURAL ARTS COMMISSION
 BYLAWS CHANGING THE REGULAR MEETING DAY AND TIME

WHEREAS, on July 21, 2015, the City Council passed resolution 14,848 adopting bylaws for the Cultural Arts Commission; and

WHEREAS, the Cultural Arts Commission desires to change their regular meeting day; and

WHEREAS, the City Council wishes to adopt the proposed changes to the Cultural Arts Commission bylaws.

NOW, THEREFORE, the City Council of the City of Oxnard resolves that the amended bylaws of the Cultural Arts Commission, attached hereto as Exhibit 1 and incorporated herein by reference, are adopted.

PASSED AND ADOPTED THIS _____ day of _____, 2018, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

 Tim Flynn, Mayor

ATTEST:

 Michelle Ascencion, City Clerk

APPROVED AS TO FORM:

 Stephen M. Fischer, City Attorney

EXHIBIT 1
Revised Cultural Arts Commission Bylaws

**BYLAWS
FOR THE
CULTURAL ARTS COMMISSION**

Article I
Organization

The name of this legislative body shall be the Cultural Arts Commission, as set forth in Oxnard City Code Section 2-130 ("Commission").

Article II
Powers and Duties

The powers and duties of the Commission shall be as follows:

- A. Advise the city council on all matters pertaining to the cultural arts in the community;*
- B. Recommend to the city council the adoption, amendment or repeal of ordinances regarding public art, and /or art related projects and proposals;*
- C. Assist the cultural arts community in raising funds through grants or other sources for the development, growth, incorporation, and expansion of the arts;*
- D. Provide a local, state and national network of support and supporters of the local arts;*
- E. Build a growth continuum of education, training and arts to develop an incubator for home grown evaluators and evaluation training tools so that congruity among mission, vision and requirements of requests for proposals matches skills assessed by evaluators in the review process;*
- F. Develop public arts projects that include developing written materials for soliciting participation, appointing and training selection panels, and reviewing and recommending funding to ensure integrity of such processes;*
- G. Receive recommendations from ad-hoc local panels to review art actions in conjunction with the commission;*
- H. Recommend to the city council the distribution of revenues collected through fund raising, grants and public art funds consistent with the needs of the community, including solicitation and analysis of cultural arts grant proposals;*
- I. Participate in the development of the strategic annual public art plan and longer-ranged strategic public art plans;*
- J. Cooperate with other commissions and civic organizations in order to promote, market, and publicize the arts in order to increase and foster public interest in the arts; and*
- K. Perform other art, cultural and arts education duties as may from time to time be prescribed by the city council.*

Article III
Membership

- A. The Commission shall consist of nine members appointed by the Mayor with the approval of the City Council.*
- B. The term of office for Commission members shall be two years and shall begin in January.*
- C. In the event of a vacancy, the Mayor, with approval of City Council, shall appoint a replacement to complete the term of the member creating the vacancy.*

Article IV
Officers

- A. *The officers of the Commission shall be a Chairperson and Vice-Chairperson.*
- B. *At the annual meeting, the officers shall be elected by a majority of Commission members present. These officers shall serve a one year term. The annual meeting shall be scheduled in January of each year.*
- C. *The duties of the officers shall be as follows:*
 - 1. *Chairperson – (a) To preside at all meetings; (b) To call special meetings as may be necessary; and (c) To prepare agendas, with the assistance of City staff.*
 - 2. *Vice-Chairperson – To perform the duties of the Chairperson in the event of his/her absence, resignation or inability to perform the duties of office.*
- D. *Secretary.*
 - 1. *Pursuant to the Oxnard City Code the Commission shall have a staff secretary designated by City Manager.*
 - a. *The Secretary shall have the following duties: (a) Keep minutes of all meetings; (b) Provide advance and proper notice of all meetings; (c) Assist the Chairperson to prepare agendas; and (d) Attend all meetings of the Commission.*

Article V
Meetings/Quorum

- A. *The Commission shall conduct regular meetings at least once a month. The Commission shall meet on the first Wednesday of each month at 4:30 p.m. in the City Council Chambers.*
- B. *Special meetings may be called by the Chairperson or upon the request of at least five members.*
- C. *Meetings shall be public and shall be conducted in a publicly owned building with adequate space for members of the public to attend the meetings.*
- D. *Five members of the Commission shall constitute a quorum for the transaction of business.*

Article VI
Absences

- A. *Should any member be absent without good cause for more than three consecutive meetings, the Secretary shall immediately inform the City Clerk of such fact. Effective on the date of receipt of such notice by the City Clerk, such member shall be deemed to have resigned from the Commission.*
- B. *The Chairperson shall determine whether a member's absence is with good cause. An absence due to illness shall be considered an absence with good cause; provided, that notice of such absence is given to the Chairperson as much in advance as possible.*

Article VII
Coordination with City Council

The Chairperson shall as soon as possible inform the City Council, through the City Manager, of policy recommendations made by the Commission. A copy of the minutes of meetings and resolutions of the Commission shall be delivered to the City Manager by the Secretary following each meeting.

Article VIII
Rules of Order

Except as otherwise provided herein, or by vote of two-thirds of the members present, Robert's Rules of Order (Revised) shall constitute the parliamentary authority for the meetings.

Article IX
Amendments

These bylaws may be amended upon presentation to City Council for approval.

Article X
Effective Date

These bylaws shall go into effect on the date set forth in the City Council resolution approving these bylaws.

Redlined Cultural Arts Commission Bylaws

**BYLAWS
FOR THE
CULTURAL ARTS COMMISSION**

Article I
Organization

The name of this legislative body shall be the Cultural Arts Commission, as set forth in Oxnard City Code Section 2-130 ("Commission").

Article II
Powers and Duties

The powers and duties of the Commission shall be as follows:

- A. Advise the city council on all matters pertaining to the cultural arts in the community;*
- B. Recommend to the city council the adoption, amendment or repeal of ordinances regarding public art, and /or art related projects and proposals;*
- C. Assist the cultural arts community in raising funds through grants or other sources for the development, growth, incorporation, and expansion of the arts;*
- D. Provide a local, state and national network of support and supporters of the local arts;*
- E. Build a growth continuum of education, training and arts to develop an incubator for home grown evaluators and evaluation training tools so that congruity among mission, vision and requirements of requests for proposals matches skills assessed by evaluators in the review process;*
- F. Develop public arts projects that include developing written materials for soliciting participation, appointing and training selection panels, and reviewing and recommending funding to ensure integrity of such processes;*
- G. Receive recommendations from ad-hoc local panels to review art actions in conjunction with the commission;*
- H. Recommend to the city council the distribution of revenues collected through fund raising, grants and public art funds consistent with the needs of the community, including solicitation and analysis of cultural arts grant proposals;*
- I. Participate in the development of the strategic annual public art plan and longer-ranged strategic public art plans;*
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- K. Perform other art, cultural and arts education duties as may from time to time be prescribed by the city council.*

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- C. The duties of the officers shall be as follows:
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 - 2. Vice-Chairperson – To perform the duties of the Chairperson in the event of his/her absence, resignation or inability to perform the duties of office.
- D. Secretary.
 - 1. Pursuant to the Oxnard City Code the Commission shall have a staff secretary designated by City Manager.
 - a. The Secretary shall have the following duties: (a) Keep minutes of all meetings; (b) Provide advance and proper notice of all meetings; (c) Assist the Chairperson to prepare agendas; and (d) Attend all meetings of the Commission.

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- A. The Commission shall conduct regular meetings at least once a month. The Commission shall meet on the ~~second~~first Wednesday of each month at ~~5:00~~4:30 p.m. in the City Council Chambers.
- B. Special meetings may be called by the Chairperson or upon the request of at least five members.
- C. Meetings shall be public and shall be conducted in a publicly owned building with adequate space for members of the public to attend the meetings.
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- A. Should any member be absent without good cause for more than three consecutive meetings, the Secretary shall immediately inform the City Clerk of such fact. Effective on the date of receipt of such notice by the City Clerk, such member shall be deemed to have resigned from the Commission.
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**CITY COUNCIL
AGENDA REPORT**

TYPE OF ITEM: Public Hearing

AGENDA ITEM NO.: 1

DATE: March 6, 2018

TO: City Council

THROUGH: Scott Whitney
Interim City Manager

FROM: Ashley Golden
Development Services Director

SUBJECT: Appeal of Planning Commission Approval of Planning & Zoning Permit No. 17-500-04, Special Use Permit for the Construction of a 5,648 Sq. Ft. Automated Car Wash (Waterdrops Express) with 21 Canopy-Covered Vacuum Stations on a 1.42 Acre Vacant Parcel Located at 3600-3700 W. Fifth Street, Commonly Known as Rancho Victoria Plaza. (15/20/20)

CONTACT: Ashley Golden, Development Services Director
Ashley.Golden@oxnard.org, 385-7882

RECOMMENDATION:

Adopt a resolution upholding the Planning Commission's approval of Planning & Zoning Permit No. 17-500-04 for the Waterdrops Express car wash subject to certain findings and conditions of approval in Resolution No. 2018-04.

BACKGROUND

The subject project site is part of the impending commercial complex know as Rancho Victoria Plaza retail project (Special Use Permit - SUP No. 1488), located near the southeast corner of Victoria Avenue and Fifth Street. The development was originally approved by the Planning Commission in 1993 as a shopping center with two anchor stores and a total of 210,000 square-foot of retail space and 950 parking spaces. There have been several modifications to the 1993 permit over the past few years:

- 1999 (No. 99-7-02) - reduced the project to 137,050 square-feet;

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- 2005 (No. 05-550-02) - reduced the commercial retail square footage from 137,050 square feet to 49,000 square-feet of commercial retail uses, allowed 105 residential units, and adopted Mitigated Negative Declaration (MND) No. 05-09;
- 2008 (No. 07-140-35) - reduced commercial square footage from 49,000 to 48,886 square-feet among nine buildings;
- 2011 (Nos. 10-300-03 & 10-500-07) - created 14 commercial parcels plus one common lot (15 total lots) to construct 14 buildings with a total of 53,016-square-feet for retail and office uses. That project was never constructed.
- 2014 (revised PZ 10-300-03 & No. 13-550-01) - revised the approved tentative map (Tract No. 5877; PZ 10-300-03) to reduce the number of lots from 15 to 11 for future speculative retail/commercial uses and to reduce the number of structures from 14 to 11; increased the retail square footage to 53,950 square feet; revised the on-site circulation and parking lot design; revised the projects architectural design theme; revised the landscape plan; and revise the sign program.

The 105 residential units were constructed south of the project site (southerly of Jolly Roger Way) and are known as the Sea Colony community. The commercial portion of the project, adjacent to Fifth Street, was never constructed; this resulted in a vacant 6-acre project site. The subject request is located on the 6-acre project site.

On January 18, 2018 on a 5:2 approval, the Planning Commission approved a Special Use Permit for the Waterdrops Express Carwash. On January 29, 2018, staff received the attached appeal of the Planning Commission's approval (see Attachment A). The appeal focuses on incompatible land use and the Oxnard 2030 General Plan.

ANALYSIS

Proposed Project

The proposed 5,648 square foot carwash building will consist of a carwash tunnel, associated vacuum bays, and an office area. The project has been designed to appear as an office building from the outside, and will have all twenty-one (21) vacuum bays concealed within the walls that are designed to appear as office building walls. The access into the carwash area and vacuum bay area will be through openings that will be closed with large roll up doors when the carwash is not in operation. The applicant anticipates 200-300 cars per day, or about 9,000 cars per month with an average time of five minutes spent at a vacuum station. Peak hours will be 12 – 3 p.m., daily. Project plans are provided in Attachment D. The hours of operation have been conditioned to be:

Winter: 8AM to 7PM (Weekends 9AM to 7PM)

Summer: 8AM to 8PM (Weekends 9AM to 8PM)

Planning Commission Hearing

The Planning Commission voted 5:2 to approve the project. Dissenting Commissioner's expressed concern with the proposed use in the subject location, and another commented that he did not envision a carwash in the subject location when land use changes were approved in 2011 (see Attachments B and C, January 2018 staff report, and resolution of approval, respectively). This same Commissioner had concerns regarding traffic generated by the carwash and ingress into the residential neighborhood to the south via Southampton Place. Noise, aesthetics, and traffic were areas of perceived impact as a result of the operation of a carwash. The Commission added two conditions of approval to address community concerns: prohibition against signage on the exterior of the southerly side of the carwash; and a modification to the weekend hours of operation – opening at 9 a.m. instead of 7 a.m.

Public comment and concerns expressed on the project centered on: that the wall height between the commercial property (existing) and the residences should be taller; concerns regarding sound associated with the vacuum bays; traffic generated by the project; vehicular conflict between peak hours of the carwash and the time at which the school to the east (Juan Laguna Soria Elementary) dismisses students for the day; noise associated with the use in general; saturation in the City of car washes; reduction in property values associated with operation of the carwash; and water usage.

Appeal Grounds

The appellant states that the carwash facility is incompatible with the adjacent residential uses and that the project is incompatible with the 2030 General Plan goals and policies. Comments from the appellant/applicant are in quotation marks below, with staff's response following in italics:

Incompatible Land Use

The appellant states that “the Orbela homes (subdivision tract to the south) were built in the C-2-PD zone and are the only homes in that type of designation in the City”. It is further stated that the carwash is not a smart land use and will cause undue harm to the homeowners that bought homes after being told they would be office/retail.

City profile states that as “Oxnard evolves, the City will continue to strive to maintain a balance between its residents’ needs and being a “business friendly” community.” A carwash 30 yards (90 feet) from homes is not the balance mentioned in the City Profile.

Rancho Victoria Plaza was approved in 1993, in 1999 the retail along Victoria, the two fast food restaurants and the gas station were all built. In 2005, the plans changed and 105 townhomes were built in the buffer zone that existed between the Plaza and the homes on Monte Carlo and Nantucket Parkway. On the map draw in 2014, Orbela homes get little to no buffer between our homes and the Plaza, making land use decisions very important to homeowners’ quality of life.”

Within the Commercial General (CG) land use designation, residential development of up to 18 dwelling units per acre is permitted through an SUP. With approval of a Special Use Permit (SUP), there are a number of residential neighborhoods located within commercial zoning designations (i.e C-2-PD) throughout the City. Through imposition of conditions of approval and development code standards, land use compatibility is protected.

This site has always been designated in the General Plan as Commercial General; and therefore, designated as a site for speculative retail/commercial businesses. This was affirmed in the 2014 City approval of the latest tract map. A carwash business falls within this definition of a speculative retail/commercial business. This land use was placed on the site specifically to act as a buffer for the residence (to the south and west of the site) from traffic and noise generated by Oxnard Airport (Victoria Ave. and Fifth Street). There are two future building sites and a property boundary wall between the proposed carwash and the nearby neighborhood. As the remaining 9 building sites of Rancho Victoria Plaza are developed, the adjacent and neighborhood to the south will be buffered by buildings, landscaping and parking lots. The carwash building is 142' from the neighborhood property wall and 223' from the actual residences. Graphics showing the distance between the carwash project site, cobblestone sidewalks, landscaping, and infrastructure are contained in Attachments E – I.

According to the Addendum to the Mitigated Negative Declaration (see Attachment to Commission staff report), the carwash will result an increase in 18 PM peak hour trips compared to the previously approved use, which would not result in a significant impact and would not meet the threshold for a revised traffic study. All roadways and circulation improvements have been designed to accommodate the anticipated vehicles trips and the additional PM peak hour trips are not considered significant. Southampton Place has been designed as the major entrance to Rancho Victoria Plaza and has been designed to carry a majority of the traffic coming into and leaving Rancho Victoria Plaza. The proposed project will

not impact or alter this roadway design.

Oxnard 2030 General Plan

“The Planning Commission used the land use map on Page 3.3 of the General Plan as the deciding factor. The Chair even told the residents that the “time had passed to argue development” like the carwash, “residents should have showed up when the General Plan was being decided.”

“Orbela residents feel that the Commission’s reliance on the map alone missed many other goals included in the General Plan and failed the residents by not applying those goals. Here are a few of the goals that we feel were not applied correctly”:

Chapter 2 = Sustainable Community Element and SC 3.12 Encourage Natural Ventilation (*Read Full Summary of Appeal Context in Attachment C*):

- *Although the General Plan policy pertains to natural ventilation the Appellant concerns expressed pertained to water and noise. The applicant provided water consumption usage numbers associated with the carwash indicating that the facility uses 13-15 gallons/car. Further the facility utilizes a reclaimed water system which uses significantly less water compared to traditional retail/commercial uses (see Attachment A and H).*
- *Through community engagement, the project was redesigned to appear more like a commercial office building and to minimize impacts due to carwash operations. Conditions imposed restrict music from playing outside the carwash. The design and conditions have been developed to ensure land use compatibility.*
- *The Oxnard City Code (OCC) requires exterior noise levels at commercial property lines to be 65 decibels (dBa) from 7 a.m. – 10 p.m. and 60 dBa from 10 p.m. to 7:00 a.m. (OCC 7-185). To determine impacts of Project noise, the Applicant commissioned an Outdoor Noise Study using McKay Conant Hoover Inc. Acoustics and Media Systems Consultants. Noise associated with the carwash was modeled to be approximately 60 dBa at all property lines. The noise calculations estimate that the noise levels at the residential uses to the south will be below the noise standard. In response to the Appellants concerns, the Applicant prepared a subsequent Noise Analysis which verified and confirmed the noise level from the carwash at the residential uses to the south with consideration to how noise reduces in level as it travels further from the source (see Attachment J).*
- *The applicant will be responsible for compliance with all required building policies and regulations to ensure adequate and code compliant natural ventilation (SC-3.12 Policy).*

Chapter 3 – Community Development (*Read Full Summary of Appeal Context in Attachment C*):

- *The General Plan policy pertains to a balanced community of land uses and employment uses and the Appellants comments pertained to noise, aesthetics, and land use compatibility. The southerly portion of the carwash is 223 feet from a residential use and 142 feet from a solid six foot tall wall; this wall will buffer noise along with additional vegetation along the southerly property line of the commercial complex. The applicant is responsible for installing trees and vegetation along the southerly portion of the zone wall. In response to the Appellants concerns, the Applicant prepared a subsequent Noise Analysis which verified and confirmed the noise level from the carwash at the residential uses to the south with consideration to how noise reduces in level as it travels further from the source (see Attachment J). The noise levels for the commercial carwash are in compliance with all specified code requirements.*

The project site is located within the Sea View Estates Neighborhood on a parcel located on the south side of Fifth Street, east of South Victoria Avenue and east of Portofino Place. The following table lists the surrounding zoning, general plan, and land uses immediately adjacent to the project site:

LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	C-2PD (General Commercial, Planned Development)	Commercial General (CG)	Vacant lot
North	C-2PD	Airport Compatible (AC)	Airport Marina Center (retail uses)
South	R-1PD (Single Family, Planned Development)	Residential Medium (RM)	Single-Family Residential (Seaview Estates Neighborhood)
East	C-2PD	Commercial General (CG)	Vacant Lot
West	C-2PD	Commercial General (CG)	Vacant Lot

Commercial Development – Goal CD-4.2 – Commercial Revitalization and Redevelopment (*Read Full Summary of Appeal Context in Attachment C*):

- *The General Plan policy focuses on encouraging and revitalizing reuse of existing commercial areas and linking commercial areas with their adjoining neighborhoods. The project has been designed in accordance with and complies with all required development standards. The project has been redesigned in response to community input and concern. The redesign resulted in the building looking more similar to an industrial/office building, and architectural elements to restrict noise permeation from the project southerly towards the residences. The City's contract architect reviewed the project and was supportive of the proposed design and site components. As shown on Attachment E, the project will not impact existing measures to link the commercial area with the adjacent and adjoining neighborhood to the south.*

Commercial Development – Goal CD 10 – Sense of Place – CD-10.1 – Human Scale

Development (*Read Full Summary of Appeal Context in Attachment C*):

- *The General Plan policy pertains to requiring urban development on the human scale. As shown on Attachment F, the existing cobblestone crosswalks are intended to remain. Pedestrian connectivity is shown on this site plan. The original tract map and existing perimeter zone wall was designed to allow for an opening to accommodate pedestrian access. The “opening” is located to the east of the existing round about. This opening is intended to provide for pedestrian access in accordance with this CD-10.1 goal of development projects with human scale. As development occurs on the southerly portion of the site (Lot 8) the functionality of this pedestrian access point will be evaluated. As stated previously, the City’s contract architect reviewed the project and was supportive of the proposed design and site components.*

10.2 Neighborhood Themes (*Read Full Summary of Appeal Context in Attachment C*):

- *The General Plan policy pertains to development proposals, neighborhood themes, and pedestrian orientation, within new development projects. The existing roadway network which was planned as part of the Rancho Victoria Shopping Center is proposed to remain. Existing sidewalks, landscaping, speed bumps and landscaping will be provided (and augmented). The carwash intended to attract business and retail use, is consistent with the General Plan land use designation and zoning on the subject parcel. The Rancho Victoria Shopping center and associated infrastructure was designed to minimize impacts to the adjacent residential neighborhood and ensure pedestrian and vehicular safety. There are no changes to these improvements as a result of the carwash and these improvements would be required for any future retail use on the project site.*

The applicant received a copy of the appeal and submitted a correspondence in response to the Appellant concerns; this is contained in Attachment K.

STRATEGIC PRIORITIES

This agenda item supports the Quality of Life strategy. The purpose of the Quality of Life strategy is to build relationships and create opportunities within the community for safe and vibrant neighborhoods, which will showcase the promising future of Oxnard. This item supports the following goals and objectives:

Goal 1. Improve community safety and quality of life through a combination of prevention, intervention, and suppression efforts that address crime and underlying issues.

Goal 3. Strengthen neighborhood development, and connect City, community and culture.

Objective 3a. Create a renewed focus on establishing a positive outlook and orientation of our City, neighborhoods and overall community.

This agenda item supports the Economic Development strategy. The purpose of the Economic

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Development strategy is to develop and enhance Oxnard's business climate, promote the City's fiscal health, and support economic growth in a manner consistent with the City's unique character. This item supports the following goals and objectives:

Goal 1. Create vibrant and economically sustainable commercial, industrial and retail industries throughout the City.

Goal 2. Enhance business development throughout the City.

Objective 2a. Develop a strong citywide economy which attracts investment, increases the tax base, creates employment opportunities, and generates public revenue.

Objective 2b. Improve relationships and communication between the City and the business community.

Goal 3. Enhance business retention and attraction.

FINANCIAL IMPACT

IF THE CITY COUNCIL APPROVES THE PROJECT, ASSOCIATED DEVELOPMENT IMPACT FEES WILL BE PAID. THE DEVELOPER HAS ALSO INDICATED THIS DEVELOPMENT MAY ALSO SPUR REMAINING BUILD-OUT OF THE SITE.

ATTACHMENTS:

Attachment A - PC Staff Report Jan. 18, 2018

Attachment B - PC Resolution 2018-04

Attachment C - Appeal Request

Attachment D - Reduced Project Plans

Attachment E - Water Drops Google Site Plan

Attachment F - Waterdrops 5th Street PC 2018-02-7

Attachment G - Storm Water Improvements

Attachment H - Water Use

Attachment I - Water Use Equipment Detail

Attachment J - Noise Analysis

Attachment K - Applicant Comment on Appeal Points

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Attachment L - City Council Resolution Denying Appeal



PLANNING COMMISSION STAFF REPORT

TO: Planning Commission

FROM: Katherine Leazer, Contract Senior Planner

DATE: January 18, 2018

SUBJECT: Planning and Zoning Permit No. 17-500-04 (Special Use Permit, Property Located at 3600-3700 W. 5th Street (Assessor's Parcel Numbers 185-0-17-016, 017, 018).

- 1) Recommendation:** That the Planning Commission approve Planning and Zoning Permit No. 17-500-04 (SUP), subject to certain findings and conditions.
- 2) Project Description and Applicant:** A request for approval of a Special Use Permit (SUP) for the construction of a 5,648 square-foot automated car wash with 21 canopy-covered vacuum stations on a 1.42 acre vacant parcel located at 3600-3700 W. Fifth Street, commonly known as Rancho Victoria Plaza, within the General Commercial - Planned Development (C-2-PD) zoning district. For purposes of this Staff Report, the forgoing project description shall be referred to as the "**Project**". Filed by Bijan Shahmoradi of on behalf of Waterdrops Express, 8730 Wilshire Blvd. #202 Beverly Hills, CA 90211 (the "**Applicant**")
- 3) Existing & Surrounding Land Uses:** The project site is located within the Sea View Estates Neighborhood on parcel located on the south side of Fifth Street, east of South Victoria Avenue and east of Portofino Place (Attachment A). The following table lists the surrounding zoning, general plan, and land uses immediately adjacent to the project site:

LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	C-2PD (General Commercial, Planned Development)	Commercial General (CG)	Vacant lot
North	C-2PD	Airport Compatible (AC)	Airport Marina Center (retail uses)
South	R-1PD (Single Family, Planned Development)	Residential Medium (RM)	Single-Family Residential (Seaview Estates Neighborhood)
East	C-2PD	Commercial General (CG)	Vacant Lot
West	C-2PD	Commercial General (CG)	Vacant Lot

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 Planning Commission Date: January 18, 2018
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- 4) Background Information:** The project site is part of the impending commercial complex know as Rancho Victoria Plaza retail project (SUP No. 1488) originally approved by the Planning Commission in 1993 as a shopping center with two anchor stores and a total of 210,000 square-feet of retail space and 950 parking spaces. On September 2, 1999, the Planning Commission approved a Major Modification (No. 99-7-02) to reduce the project to 137,050 square-feet of commercial retail uses and adopted architectural design guidelines, a master sign program, and Mitigated Negative Declaration (MND) No. 99-18. They also recommended approval of PZ No. 99-5-77 (Resolution No. 99-40) for a tentative subdivision map. The City Council subsequently adopted resolutions approving the tentative map and upholding the Planning Commission's approval. The major modification resulted in construction of the El Pollo Loco, ARCO station, Jack in the Box, and multi-tenant building located at 600 S. Victoria Ave, located on the southeast corner of S. Victoria Avenue and W. Fifth Street. The remainder of the project site, to the east, has remained vacant.

On October 6, 2005, the Planning Commission adopted Resolution No. 2005-71 approving a Major Modification (No. 05-550-02) to SUP No. 1488 to reduce the commercial retail square footage from 137,050 square feet to 49,000 square-feet of commercial retail uses, 105 residential units, and adopted MND No. 05-09. The Planning Commission also adopted Resolutions 2005-69 and 2005-70 recommending City Council approval of General Plan Amendment No. 04-620-9 and Tentative Subdivision Map No. 04-300-19. On November 8, 2005, the City Council adopted resolutions approving the General Plan Amendment and Tentative Subdivision Map, and upheld the Planning Commission's approval of the Major Modification. The 105 residential units were constructed south of the project site and (southerly of Jolly Roger Way) – and are known as the Sea Colony community, but the commercial portion of the project, adjacent to Fifth Street was never constructed; this resulted in a vacant 6-acre project site. The subject request is located on the 6-acre project site.

In April 2008, the Planning Manager approved Minor Modification No. 07-140-35 to Major Modification No. 05-550-02 and SUP No. 1488, for a reduction in commercial square footage to 48,886 square-feet among nine buildings. Building permits were never secured for this approval. On February 17, 2011, the Planning Commission adopted Resolution No. 2011-04 recommending City Council approval of a Tentative Subdivision Map (No. 10-300-03) to create 14 commercial parcels plus one common lot, and adopted Resolution No. 2011-05 approving a Special Use Permit (PZ No. 10-500-07) to construct 14 buildings with a total of 53,016-square-foot for retail and office uses. That project never moved forward and was never constructed.

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On May 20, 2014 the City Council adopted Resolution 14,593 and 14,594 approving a request to revise the approved tentative map (Tract No. 5877; PZ 10-300-03) to reduce the number of lots from 15 to 11 for future speculative retail/commercial uses. City Council also upheld Planning Commission approval to modify Special Use Permit (PZ No. 13-550-01) to reduce the number of structures from 14 to 11; increase the retail square footage to 53,950 sq. ft.; revise the on-site circulation and parking lot design; revise the projects architectural design theme; revise the landscape plan; and revise the sign program. On April 14, 2017, in accordance with City Policy, the Planning Manager administratively granted a one year one month SUP time extension. This extension will expire on May 20, 2018.

- 5) Environmental Determination:** An Addendum to the Mitigated Negative Declaration was prepared for this project. The project has been reviewed for potential environmental impacts in conformance with the California Environmental Quality Act (CEQA), and it has been determined that this project will not have a significant effect on the environment with the incorporation of the project mitigation measures found in MND 05-09. The project proposal does not have any potentially significant environmental effects that meet any of the three criterion/tests identified in CEQA Section 15162(a), and therefore, an Addendum to MND No. 05-09 may be adopted pursuant to CEQA Section 15164. Section 15164(d) (“Addendum to an EIR or Negative Declaration”) of the CEQA Guidelines states: “The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project”.

The Initial Study and Mitigated Negative Declaration (IS/MND) from 2005 determined that the project would not have a significant impact if the mitigation measures described in the MND were incorporated into the project. The Addendum reviewed the potential impacts on the seventeen environmental issues studied in the previously adopted IS/MND. The Addendum compares the environmental effects of the current proposed project to the effects of the project approved in 2005. The Addendum is included in the staff report as Attachment B.

All mitigation measures identified in MND No. 05-09 are included herein by reference, and no additional or new mitigations are necessary for this project and have been agreed to by the project proponents.

An addendum was prepared for the Waterdrops project. Project impacts were reviewed for this project as follows: Water, Air Quality, Noise, and Traffic. The studies and analysis showed that there were no new impacts as a result of this project. Water consumption is very low for this project as it uses reclaimed water for most of the operations. The project does not exceed air quality or noise thresholds and therefore were considered to be less than significant. The traffic counts will differ from the original projects, but the additional trips were found to be a less than significant impact.

The proposed project design for the car wash, site layout, engineering and improvements

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have been reviewed by the City of Oxnard as part of the SUP for the proposed use of a carwash. All current development standards pertaining to engineering design, drainage, site improvements, landscaping, and lighting control, have been imposed the project. All current development standards contained in the Zoning Code (Chapter 16 of the City Code) are applicable to the project.

The IS/MND, as updated by, and inclusive of, the Addendum, concludes that the proposed project would not create any new significant impacts or increase the severity of impacts beyond those identified in the previously adopted Final IS/MND. All mitigation measures included in the adopted IS/MND and the Addendum to the IS/MND have been included as conditions of approval in the Special Use Permit. Consistent with State Law, the Addendum is not required to be circulated for public review or input.

6) Analysis:

a) General Discussion: The proposed 5,648 square foot car wash building will consist of a carwash tunnel and office area. The project has been designed to appear as an office building from the outside, and will have all twenty-one (21) vacuum bays concealed within the walls that are designed to appear as office building walls. The access into the carwash area and vacuum bay area will be through openings that will be closed with large roll up doors when the carwash is not in operation. The applicant anticipates an average of 10,000 cars per month with an average time of five minutes spent at a vacuum station. According to the applicant, the hours of operation will be as follows:

Winter: 8AM to 7PM (Weekends 7AM to 7PM)
 Summer: 8AM to 8PM (Weekends 7AM to 8PM)

The business will have three shifts with three employees during each shift for a total of 9 employees. Employees will act as cashiers, guide cars entering the tunnel, and assist customers with any needs such as operating vacuum systems, and assisting with vending machine items and clean-up of the site. Management will also be present on site during all hours of operation. Project plans are provided in Attachment C.

The project is located across the street from the Oxnard Airport. Due to the close proximity to the airport the project is subject to Federal Aviation Administration (FAA) requirements that require the master developer to provide an aviation easement to the County of Ventura. In addition both the master developer and applicant are subject to FAA review. These are conditions of approval on the project.

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- b) General Plan Consistency:** The City's 2030 General Plan land use designation for the subject site is Commercial General (CG) uses which allows for freestanding commercial uses along arterial. Approval of this SUP has been determined to be consistent with the General Plan and the property's land use designation.

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

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

POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
CD-8.1	I	Limited Development: Continue to limit development to those areas that can be served by existing or planned utilities, transportation, and service systems.	The Project is proposing to develop an existing lot of record, served by existing services, streets and facilities. Therefore, consistency with this policy may be found.
ICS-3-3	I	Determine as part of the development review and approval process that intersections associated with new development operate at a level of service "C" or better.	The City's General Plan Update EIR (2009) did not identify significant impacts at the intersection of 5 th Street and Victoria Ave. after implementation of the City's Traffic Mitigation Plan.
ER-6.5	I	Control of Lighting and Glare: Require that all outdoor light fixtures including street lighting, externally illuminated signs, advertising displays, and billboards use low-energy, shielded light fixtures which direct light downward and, where public safety would not be compromised, encourage the use of low-pressure sodium lighting for all outdoor light fixtures.	The proposed Project is conditioned to provide lighting that is shielded, placed, and controlled in a manner to not cause a traffic nuisance
CD-18.2	II	Small Business: Recognize the job creation potential of small business and promote entrepreneurial development and small business expansion.	The water-efficient car wash business fulfills a niche need in the community as residents change their water use habits in response to drought conditions. The proposed car wash will be the second location in Oxnard for this business.

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POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
CD-3.4 CD-4.4 CD-14.1 CD-14.2 CD-14.3 ICS-11.10 ER-10.1	II	Neighborhood Quality of Life Commercial Area Aesthetics Design Review Process Development Advisory Committee Functions Quality of Design Water Supply Findings for Smaller Projects Promote Use of Native and Water Wise Plants	The Development Advisory Committee (DAC) review process led to changes in the project and/or conditions of approval that meet these Level II policies
All Others	III	All policies not listed above	Assumed Consistent

c) Conformance with Zoning Development Standards: The proposed development is located in the Commercial General Planned Development (C-2PD) zone district. In accordance with the City Code, the proposed Project may be permitted with an approved SUP. Applicable development standards of the C-2PD zone have been compared with the proposed project, as follows:

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES ?
Max. building height 16-137	2 stories or 35 feet. Additional stories may be permitted as part of an SUP (16-530—16-553)	29 feet	Yes
Front yard setback 16-139	10 feet from property line; 30 feet from designated thoroughfares (per General Plan).	30 feet	Yes
Side yard setback 16-140	5 feet. Zero when abuts another C-2 zoned lot.	26 feet	Yes
Rear yard setback 16-141	None if ≤16 feet in height; 15 feet if >16 feet in height; 10 feet if abuts an alley.	102 feet setback from building to property line	Yes
Floor Area Ratio	30% max. (per GP)	FAR = 61,855/5,028 = 12%	Yes
Off-street parking: Handicapped Motorcycle (16-264) Bicycle (16-623 & 16-637) Loading Carpool/Vanpool (16-633)	Auto washing (self-service or coin-operated) Two spaces for each washing stall exclusive of vacuum unit space One loading space for commercial from 0-15,000 square feet	3 spaces are provided for employee parking plus 21 vacuum bays and one loading space	Yes
Parking space sizes & design: • Standard (16-636 & 16-638)	9'W x 19'L – standard parking 12'W x 40'L - Loading	12' W X 19' L 11' W X 19' L 121' W X 40' L	Yes

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DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES ?
- Loading (16-644)			
Parking area Landscape Req. (16-641): - Along streets/alleys - Along interior PLs (for lots with 20 or more spaces) - Parking/vehicle area (16-641) - Landscape fingers (16-641) - Trees (for lots with 20+) - If located adjacent to residential see 16-641 €	- Min. 10' wide strip. - Min. 5' wide in parking areas. Minimum 5% of area, exclusive of any other required landscaped area abutting a street or alley 9'W x 20-L - every 10 spaces with 2 trees. - Min. 40' O.C.	A parking lot is not provided on site. The development consists of 21 vacuum bays and three parking spaces for employees only. These three spaces are incorporated into the site design and the landscaping provided.	Yes
Trash enclosures & transformers	To be screened at installation.	Trash Enclosure/Vacuum Building with screened metal gates SCE Transformer (72" X 94") to be screened with landscaping	Yes
Lighting 16-320	Comply with Section 16-320 of the City Code.	Please see attached Proposed Site Plan	Yes

d) Rancho Victoria Plaza Infrastructure Improvements

Rancho Victoria Plaza is comprised of eleven commercial lots. Tentative Tract Map conditions require that each phase of development provide the necessary services in order to adequately serve each construction phase. The master developer will be responsible for constructing specific improvements to support construction of the

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Waterdrops project. Infrastructure improvements for the Rancho Victoria Plaza are as follows with staffs input on status in italics:

Existing Infrastructure:

- Median landscaping on Southampton Place – *Currently installed with intent to rehabilitate areas that have not been maintained.*
- Public Right-of-way improvements along W. Fifth Street that include a meandering sidewalk and landscaping. *In place with improvements on going*
- All infrastructure needed for the buildings located at the southeast corner of S. Victoria Avenue and W. Fifth Street. *Installed in conjunction with phased development.*

Proposed Infrastructure with Waterdrops project:

- Rough grading on all lots east of Southampton Place
- Installation of all subterranean utilities (water, sewer, electricity, gas, and cable) east of Southampton Place, and stubbed for future connection.
- New trees and groundcover installed along the entire W. Fifth Street property frontage (east and west of Southampton Place).
- New trees along the south property line, adjacent Jolly Roger Way to provide additional screening of the Rancho Victoria Plaza.
- Access improvements (roadbase and first lift of asphalt) necessary to construct Waterdrops Carwash.
- Completion of the main east/west common drive aisle that in in front of Waterdrops Carwash and completion of the main north/south common drive aisles and driveway aprons connection W Fifth Street to Jolly Roger Way.
- Installation of stormwater treatment/conveyance serving Waterdrops Carwash.
- Adjust the curbing at the Southampton Place median and install the bus shelter, bench and trash receptacle adjacent W. Fifth Street in the public right-of-way.
- Installation of night lighting for pedestrian safety
- Fencing of vacant lots.

Future Infrastructure:

- Installation of subterranean utilities (water, sewer, electricity, gas and cable) west of Southampton Place to future lots.
- Completion of the main east/west drive aisle west of Southampton Place.
- Installation of night lighting for pedestrian safety.
- Stormwater treatment/conveyance serving the lots west of Southampton Place.

- e) Site Design:** The 61,855 (1.42 acres) square foot Project site is rectangular in shape and is bounded by 5th Street to the north, South Hampton Place to the west, additional access to the commercial center to the east and a vacant lot to the south with single family residences beyond on Jolly Roger Way. The proposed car wash would connect to existing utility infrastructure serving the property (water, wastewater, drainage, and

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gas/electrical services). The overall design has been significantly revised by the applicant after neighborhood concern was voiced regarding the appearance of the building and the past understanding that the buildings that would be constructed on the site would be an office building. The applicant has designed the carwash to look like an office building from the outside.

As shown on the site plan (Attachment C), the interior floor space of the car wash building would be largely occupied by the 135 foot long car wash tunnel and associated equipment. Restroom facilities are provided on the south side of the tunnel with the office located at the southeast corner of the parcel adjacent the vacuum bays. An approximately 400 square foot equipment and trash area is located adjacent the southwest corner of the project site adjacent the exit and is designed to look like part of the building. The 20 vacuum bays will be located between the carwash tunnel and the office and trash enclosure/equipment area that is connected with a 16'6" foot tall parapet wall that has been designed to look like an office building. The operations of the carwash will take place in a semi-enclosed area that is not visible to the public; the stacking area will accommodate 15 vehicles. The entrance into the carwash will be visible from 5th Street but will be screened with a 3 foot high decorative wall and landscaping.

- f) Circulation and Parking:** The applicant is proposing to construct 21 covered parking stalls for 21 vacuum stations. Since the 21 vacuum stations are intended for customers, the applicant is also proposing three employee parking spaces. Employees will work in three shifts a day with three employees per shift. Therefore the three proposed employee parking spaced will be sufficient. A 12x40 loading zone is located at the northeast corner of the carwash tunnel entrance; loading and unloading will not occur during non-peak hours (7:00am to 9:00am and 4:00pm to 6:00pm).

The project site is accessed from 5th Street with driveway access directly from 5th Street on the east side of the Project and from 5th Street onto Southampton Place on the west side of the project. Customers will enter the carwash on the east side of the site, travel northerly towards the carwash and either enters the carwash tunnel or vacuum bays. Exiting the site will be on the west side of the building, exiting onto the drive aisle running south along the project site. Cars will be able to leave the property via the same driveways that they entered. The drive aisle between the two rows of vacuum stations within the enclosed carwash has a 24-foot wide clearance to allow for fire access. This distance was agreed upon between the Fire Department and applicant as the area inside does have fire sprinklers and any entrance into the area by emergency vehicles would be for non-fire related calls. All drive aisles outside of the Waterdrops carwash will have a 26 foot wide clearance.

Development Services has conditioned the project to require that the existing Southampton Place/Fifth Street intersection be retrofitted with LED street lighting. The

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developer has also agreed to remove the street light at the end of the raised median near the westbound left turn pocket on Fifth Street and Southampton Place due to the street light being redundant. Additionally a STOP sign and limit line will be installed at the Southampton Place and the main drive aisle serving the project.

- g) Building Design:** The proposed single story carwash structure is predominantly 16'6" in height with three tower elements that are 28'6" tall. The carwash facility has been designed to appear as an office building with aluminum store front windows on the north and south elevations and solid walls. The entrances into the carwash tunnel and vacuum bar area are through opening that will have roll up doors to allow the entire facility to be closed up when no in operation. The exterior building walls would be plastered with a sand finish with stacked stone on the three towers and the decorative wall adjacent 5th Street.
- h) Signs:** The signage of the proposed Project will be reviewed and approved as part of a separate sign permit. The Project will be required to conform with the Rancho Victoria Plaza Sign Program currently in place.
- i) Landscaping and Open Space:** Oxnard Code Section 16-641(A) requires a minimum of 5% landscape within the parking lot area and 10 foot landscaped areas parallel to public roadways. The project provides 29.10% of on-site landscaping. Therefore, the project complies with the City's on-site landscaping and parking lot landscaping requirements. A pedestrian walkway is incorporated into the front landscape planting areas and on the west and east side of Project leading into the commercial center. Ten-foot landscape strips are also proposed around the perimeter of the property.
- j) Water Conservation:** In April 2015, Governor Brown issued a directive that California cities collectively reduce water use by 25% within one year. The City of Oxnard has implemented mandatory water conservation measures to ensure consistency with the State regulations, including a requirement that vehicles shall be washed only at commercial wash facilities that recycle water, or at home by use of a bucket and hose equipped with a self-closing valve that requires operator pressure to activate the flow of water. Compared to water use when residents wash cars at home, which can average 40 to 140 gallons of water per car¹, the proposed car wash is designed to use significantly less water per car. The proposed Project will be equipped with PurWater Reclaim System, which is designed to reclaim approximately 90% of water used in the car wash. The water flowing off the cars in the car wash is recaptured, stored in tanks, filtered and reused, thereby reducing water use to approximately 13 to 15 gallons per car.

¹ <http://sandiegocarcare.com/water-saving-car-washes/>

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k) Noise: The proposed car wash is projected to generate noise from the operation of drying fans at the exit area of the car wash and from user-operated vacuum stations on the west side of the property. The Oxnard City Code (OCC) requires exterior noise levels at all property lines adjacent to residential uses to be 55 decibel (dBA) from 7:00 a.m. - 10:00 p.m. and 65 dBA where adjacent to commercial uses during the same time period (OCC 7-185). To determine impacts of Project noise, the Applicant commissioned an Outdoor Noise Study (Attachment B) using McKay Conant Hoover Inc. Acoustics and Media Systems Consultants. Noise characteristics were assessed by acoustic measurements at the existing Waterdrops Express facility located at 1401 West Gonzales Road in Oxnard which operates with the same equipment to be utilized on this Project. Measurements were performed using a B&K Type 2250 Sound Level Meter which is “type 1” for the highest order of accuracy and precision. Measurements demonstrated that there are only two primary noise sources:

- Blowers located within the tunnel that dry off vehicles near the end of the carwash cycle.
- Vacuums located at the various parking locations for optional use after the carwash.

Noise calculations for the Project Site were prepared as follows:

- The calculated noise levels for the loudest (“worst case”) locations on the property lines recorded 60 dBA blower noise for a small section of the property line that is not barriered by the wall/canopy along the south border; the other noise sampling data showed that all locations toward the west along the south property line will receive significantly less blower noise.
- Noise levels from the blowers and from the vacuums do not “add together” significantly, due to barrier effects of the building walls, these were reported separately.
- For vacuum noise, the worst case (outside of the vehicles) values, for combined noise of a vacuum at a location closest to the property line plus another mid-lot location.
- The noise calculations estimate that the noise levels at the residential uses to the south will be below 55 dBA.

The results of the noise study for this project showed that noise levels were consistently below 65 dBA, and were also significantly lower at many intervals during the day, thus being below the Oxnard noise maximum levels. Residential uses are located 123 feet to the south of the site. Noise levels at the residential uses to the south will be below 55 dBA. Therefore, based on the noise study, the activities at the proposed car wash are not expected to have any significant impact on noise, and is not expected to be considered a significant change in the previous shopping center approvals nor a change in the noise impacts previously reviewed (see Attachment B)

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- 7) Development Advisory Committee:** The Development Advisory Committee (DAC) reviewed this project on April 12, 2017. Recommendations of the DAC are included in the attached resolution. Primary concerns focused on code compliance, safety measures and security and fire hydrant locations and access.
- 8) Community Workshop:** A Community Workshop was conducted on June 19, 2017; comments are summarized below. At this meeting 35 people attended but due to the applicant not mailing out the required notices an additional workshop was required. The project was scheduled for an August 21, 2017 community workshop. Due to a noticing error, the project was not discussed at this meeting and rescheduled for the September 18, 2017 Community Workshop.

On September 8, 2017, the applicant mailed 1,036 notices of the Community Workshop meeting to all property owners within the Sea View Estates Neighborhood. A notice of this meeting was posted on the project site with a brief description and contact information. The Community Workshop was conducted on September 18, 2017. The project applicant was in attendance in addition to a number of residents with numerous concerns regarding the project. Questions and the responses, if provided, to the questions (in italics) are as follows:

- a. Will the hours vary for Summer and Winter? *Yes.*
- b. Can trees be planted on the south side of the building to better screen the building and noise? *A condition of approval will require that trees be planted that will provide additional screening. Plantings do not typically provide noise attenuation.*
- c. Will security measures be taken? 24 hour security, cameras, central alarm? *Conditions of approval from the Police Department are placed on the project in regards to required security measures.*
- d. Concerns were made regarding the noise from vacuums and speakers on the facility to play music. *A condition of approval will be placed on the project that will not allow the operation of outside music.*
- e. Concern was expressed regarding the land use; that the original project was supposed to be office/condo type uses not a carwash. They do not feel a carwash is a compatible land use and that this is not the correct location for this use.
- f. Noise readings were brought up stating that current noise readings without the carwash are 65dBA as a result of roadway traffic. *Noise measurements have been provided which indicate that the use will operate in accordance with the OCC.*
- g. Questions were posed regarding current gates on the property and security. *These gates are not part of the Waterdrops project. The fencing that currently exists on the site will be adjusted to secure the vacant areas of the property while allowing circulation though the Rancho Victoria Plaza.*
- h. Concerns were made regarding restricted access to deter loitering. *The applicant will fence areas not in use (Parking lots) to deter loitering.*
- i. Will cars be exiting onto Jolly Roger from the car wash? *The circulation originally approved allowed for cars to exit on to Jolly Roger. The City Traffic Engineer has*

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reviewed the circulation design and determined that the circulation design is acceptable and will not result in any negative circulation impacts

- j. Residents questioned the hourly volume of cars and concerns regarding a traffic study. *The applicant anticipates 9,000 to 11,000 cars per month with the average time spent at vacuum stations being 3-5 minutes. The City Traffic Engineer has reviewed the traffic for the carwash versus the original commercial/retail uses proposed and found the traffic impacts for the carwash result in 18 more vehicle trips during peak hours. This is considered less than significant and not considered to affect or negatively impact the analyzed intersections.*

In addition to the Community Workshop staff has receive phone calls and emails from community members regarding the project. The concerns expressed were the same as above, and include concerns with the compatibility of the carwash to the existing residential uses, the noise the carwash will generate, possible impacts from the emissions of the cars, and additional traffic.

Applicant held Neighborhood Meeting: After the June 19, 2017 Community Workshop, the applicant independently held a neighborhood meeting on July 29, 2017 where approximately 25 residents were in attendance. City Staff did not attend the meeting. The applicants listened to the neighbors, and in response redesigned the project to resemble an office building, enclosing the carwash from view.

- 9) Appeal Procedure:** In accordance with Section 16-545 of the 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 fees before the end of the appeal period

Attachments:

- A. Maps (Vicinity, General Plan, Zoning)
- B. MND Addendum and Attachment studies

Prepared by: _____
 KL

Approved by: _____
 KM

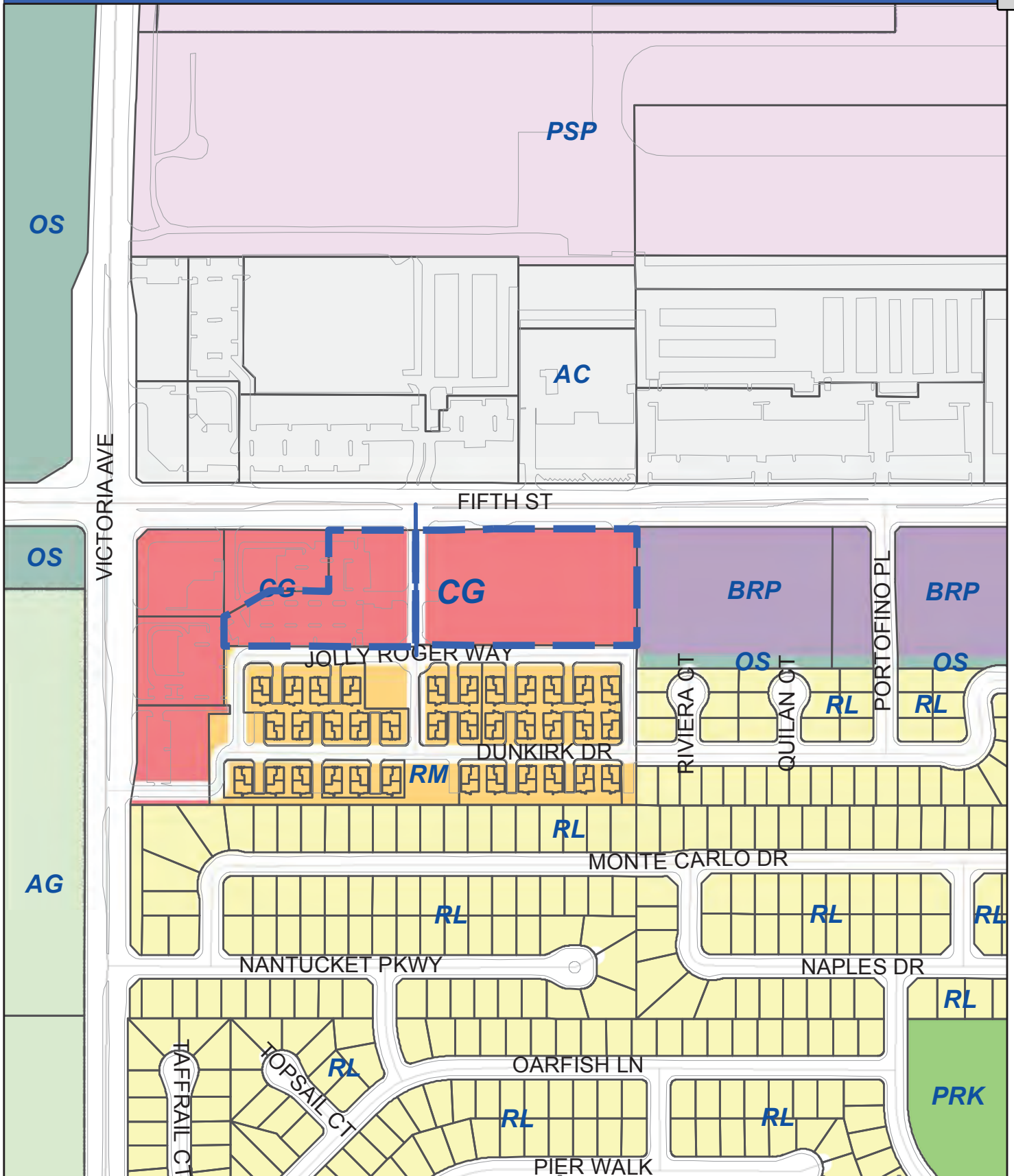
ATTACHMENT A

MAPS (VICINITY, GENERAL PLAN, ZONING)



2030 General Plan Land Use Map

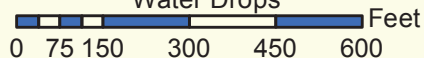
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Oxnard Planning
April 11, 2017

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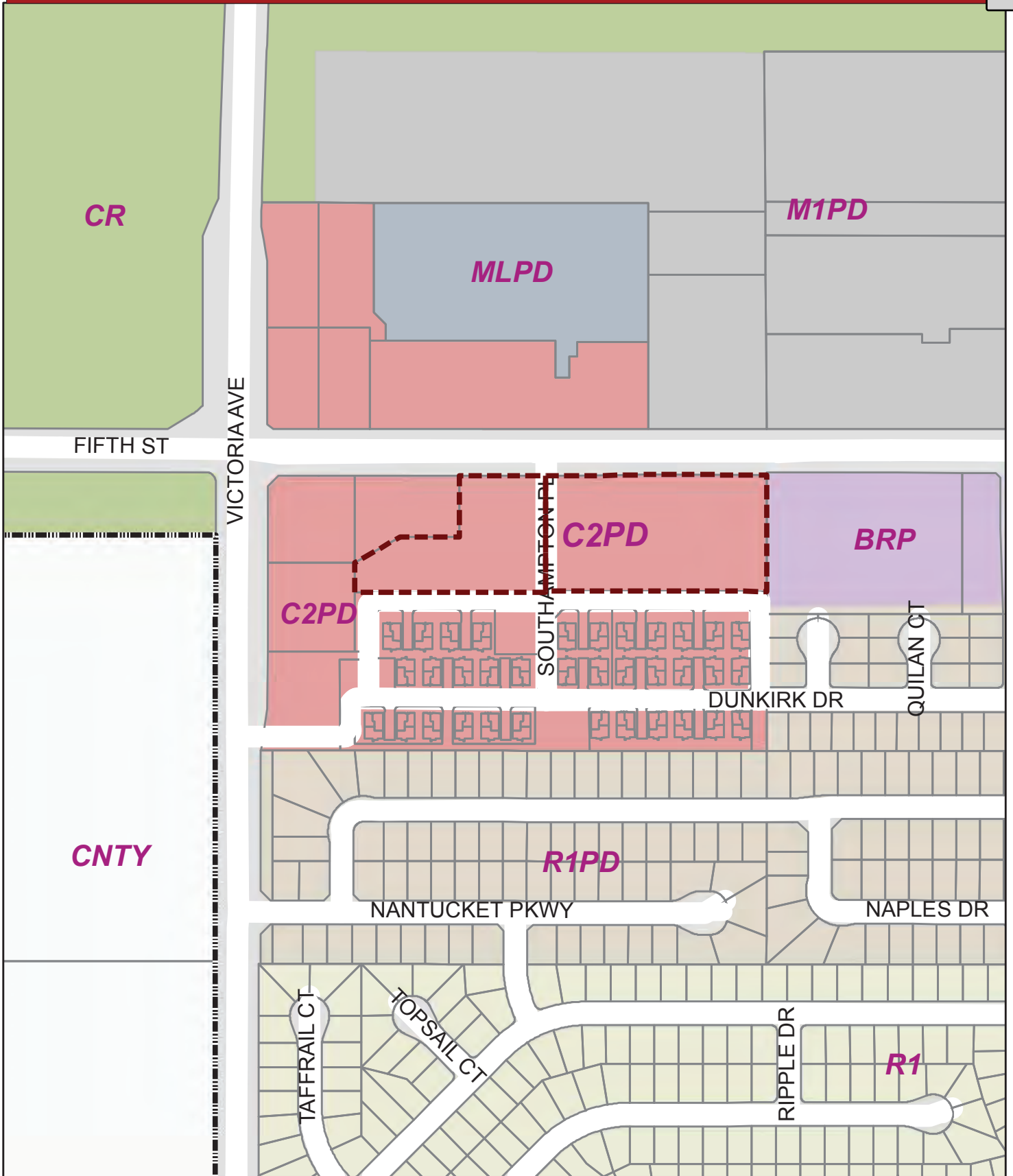
Location: 3600-3700 W Fifth St
APN: 1850170085, 1850170095
Water Drops



2030 General Plan Land Use Map



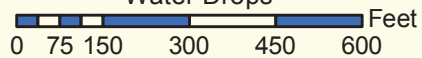
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Oxnard Planning

April 11, 2017

PZ 17-500-04
Location: 3600-3700 W Fifth St
APN: 1850170085, 1850170095
Water Drops



Zoning/Specific Plan Map



1:4,000

ATTACHMENT B

MND ADDENDUM AND ATTACHMENT STUDIES

Addendum No. 3 to
Mitigated Negative Declaration No. 05-09

**Waterdrops Carwash
Rancho Victoria Plaza**
Planning & Zoning Permit Nos.
PZ 17-500-04

December 11, 2017

prepared by:
Katherine Leazer, Senior Planner
City of Oxnard, Planning Division
214 South C Street
Oxnard, California 93030

Summary

This document is Addendum No. 3 to Mitigated Negative Declaration (MND) No. 05-09 adopted on October 6, 2005, by the City of Oxnard Planning Commission for the Rancho Victoria Plaza project (Planning & Zoning Permit Nos. 04-300-5, 04-620-9, 05-550-2). This addendum concludes no change has occurred with respect to circumstances surrounding the project that would cause new or substantially more severe significant environmental effects than were identified in the 2005 IS/MND. Therefore, no further environmental review is required beyond this addendum.

Project Description

The project (PZ 17-500-04) is requesting approval of a Special Use Permit (SUP) for a proposed self-service carwash located at the corner of West Fifth Street and Southhampton Place within the Rancho Victoria Plaza. The project would include a carwash service bay and 21 self-service vacuum areas. The project has been redesigned based on public input to resemble an office structure and is screened by proposed landscaping, walls, and fences.

Mitigated Negative Declaration (MND) No. 05-09 was previously analyzed and approved in 2005 for a commercial center totaling 55,000 square feet for office and retail uses on Lots 2 & 3 of Tract 5542. That project was never built. In 2011, an MND Addendum (#01) was prepared for a similar project on the same property inclusive of a Tentative Tract Map (PZ No. 10-300-3) and a Special Use Permit (PZ No. 10-500-7) to construct an office/retail center on a vacant 6-acre property located at 3600 and 3700 West Fifth Street. The Tentative Tract Map proposed a subdivision of 14 commercial parcels and an additional parcel to site the common areas (e.g. parking lots, driveways, walkways, landscaping, lighting, loading zones, utility lines, etc.). The Special Use Permit proposed to construct a total of 53,016 squarefeet of commercial space within the 14 buildings (four of which were to be single-tenant structures on separate pads, and five were to be dual-tenant structures on shared pads).

In 2013, a Major Modification and MND Addendum (#2) were approved to Tentative Tract Map (PZ No. 10-300-3) and a Special Use Permit (PZ No. 10-500-7), revising the project to construct an office/retail center on a vacant 6-acre property located at 3600 and 3700 West Fifth Street. The proposed revision to the Tentative Tract Map included a reduction of commercial parcels from 14 to 11 and the Special Use Permit proposed to construct a total of 53,950 squarefeet of commercial space within the 11 buildings (one structure per lot).

This environmental document is MND Addendum (#3) for Special Use Permit (PZ 17-500-04), requesting a self-service carwash to be located within the Rancho Victoria Plaza on three of the 11 commercial parcels.

California Environmental Quality Act (CEQA)

According to Section 15164 of the CEQA Guidelines, an addendum to a previously adopted Mitigated Negative Declaration (MND) or Environmental Impact Report (EIR) is the appropriate environmental document in instances when minor changes to an approved project are necessary, and no conditions exist that would trigger a subsequent MND or EIR. An addendum does not need to be re-circulated for public review and comment, but must be considered by the decision-making body prior to making a decision on the project.

The project has been modified to reduce the commercial/retail footprint with a carwash service bay and 21 self-service vacuum areas. Based on the carwash use not being included in the previous environmental review of the approved shopping center, four areas of potential impacts were reviewed and analyzed as part of the car wash project. These areas of potential impacts are:

1. Water
2. Air Quality
3. Noise Impacts
4. Traffic

Water

In April 2015, Governor Brown issued a directive that California cities collectively reduce water use by 25% within one year. The City of Oxnard has implemented mandatory water conservation measures to ensure consistency with the State regulations, including a requirement that vehicles shall be washed only at commercial wash facilities that recycle water, or at home by use of a bucket and hose equipped with a self-closing valve that requires operator pressure to activate the flow of water. Compared to water use when residents wash cars at home, which can average 40 to 130 gallons of water per car, the proposed car wash is designed to use significantly less water per car. The proposed project will be equipped with a PurWater Reclaim System, which is designed to reclaim approximately 90% of water used in the car wash. The water flowing off the cars in the car wash is recaptured, stored in tanks, filtered and reused, thereby reducing water use to approximately 13 to 15 gallons per car. A description of the reclaim water system is provided in Attachment A.

	Home	Older Car Wash	Proposed WaterDrops Carwash
Water Use	40 – 130 gallons/car	60-90 gallons/car	13-15 gallons/car

The proposed car wash with the reclaimed water system will be using significantly less (about 90% less) water per car, which meets one of the conservation measures implemented by the City of Oxnard to reduce water consumption. Therefore, water usage at the proposed car wash would not have any significant impacts on water use or quality. The proposed carwash, inclusive of the PurWater reclaim System, would not result in additional impacts to water use or quality beyond those previously reviewed for the approved shopping center.

Air Quality

The project is under the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD). The VCAPCD has no specific rules or regulations governing land developments and no authority over the permitting of drive-through facilities. However, the Santa Barbara Air Pollution Control Board (SBAPCD) have conducted comparison studies of projects with and without drive-through facilities since the early 1990s. The scenarios in these studies have included emissions resulting from when a customer arrives at the site until the customer leaves the site. In their most recent analysis in 2008 (Attachment B), two types of scenarios during peak-times at a restaurant were considered: average customer time while idling in the drive through lane, and average customer time parking and re-starting vehicles. The SBAPCD study reported that cars idling for 10 minutes emit 0.14 grams/trip of ROG and 1.34 grams per trip of CO. In comparison, cars that are parked and restart after 10 minutes emit 0.18 grams per trip of ROG and 1.85 grams per trip of CO. Cars idling for 5 minutes emit 0.56 grams per trip of NOx, while cars restarting after 5 minutes emit 0.70 grams per trip.

The analysis concluded that idling emissions for each vehicle are lower compared to the parked vehicle emissions; therefore, park-and-restart facilities generate more emissions than a facility with drive-through facilities because a vehicle's starting and evaporative "hot soak" emissions are higher than the stabilized running exhaust emissions from an idling vehicle. Hence, the study concluded, the amount of CO emitted at a drive-through facility is less than that what would be emitted at a park-and-stop facility. Additionally, these amounts of CO emissions would not cause the area to approach state or federal ambient air quality standards. Based on these previous studies, the activities at the proposed car wash are not expected to have any significant impact on air quality emissions. Therefore, the carwash would not result in new or substantially more severe significant effects on air quality than the approved shopping center. .

Noise Impacts

A Noise Study prepared by McKay, Conant, and Hoover, Inc. was conducted for the site and a report was written dated August 30, 2017 analyzing potential noise impacts of the project. For the study, they performed measurements and analysis using Leq ("equivalent noise level") parameters, which correspond to "slow dynamic characteristic", in which they reported the results in dBA.

The study was based on measurements of sound pressure levels from equipment near and around an existing Waterdrops Carwash in Oxnard at 1401 West Gonzales Road, which is essentially identical to the proposed new facility, including identical equipment. Their measurements were performed using a B&K Type 2250 Sound Level Meter, which is "type 1" (highest order of accuracy and precision), and calibrated before and after measurements. Their measurements demonstrated that there are only two primary noise sources:

- Blowers, located within the tunnel, that dry off vehicles near the end of the carwash cycle. These blowers are the dominant noise source out of both ends of the tunnel, albeit quieter out the entrance than out the exit (and insignificant through the side walls). These blowers operate for approximately one-half minute at the end of the overall cycle.
- Vacuums, located at the various parking locations, for optional use subsequent to the carwash. The vacuum equipment is housed inside the building and is essentially inaudible; only the “working ends” (henceforth called “vacuums” for purposes of this report) of the vacuum hoses are audible. Note that for much of the time of usage, these vacuums are inside of the vehicles, resulting in significant noise attenuation.

The blow-off nozzles were not included in the study for this project as there will be no air blow-off nozzles at the proposed carwash facility (even though there are blow off nozzles in the vacuum area at the facility on Gonzales Road). Further, the buzzer/alarm was not included in the study as the project will not have any buzzer/alarm that exceeds maximum noise levels.

The calculations of expected noise levels at neighboring property lines are based on standard methodologies, using the measured noise level data. Salient features are as follows:

- The calculated noise levels for the loudest (“worst case”) locations on the property lines recorded 60 dBA blower noise for a small section of the property line that is not barriered by the wall/canopy along the south border; the other noise sampling data showed that all locations toward the west along the south property line will receive significantly less blower noise.
- Noise levels from the blowers and from the vacuums do not “add together” significantly, due to barrier effects of building walls, and so these are reported separately.
- For vacuum noise, we used worst case (outside of the vehicle) values, for combined noise of a vacuum at a location closest to the property line plus another at mid-lot location. Furthermore, they also neglected the barrier effects of end walls on the east and west, only considering “line-of-sight”, worst case locations. Even if more vacuums are operated simultaneously, considering the actual usage and the added barriering effects of the walls, it is unlikely that the reported vacuum noise levels will be exceeded.
- Note that vacuum noise along the south property line is negligible because of the wall/canopy.

The City has established noise guidelines in the Noise Element of the City's 2030 General Plan. These guidelines identify compatible exterior noise levels for various types of land

uses, and the maximum allowable noise levels vary depending on the land use. According to the City's Threshold Guidelines (May, 2017), noise levels exceeding 65 dB CNEL in outdoor areas for commercial land uses are usually considered significant. Noise levels in interior areas for commercial uses should be 55 dB CNEL or less, and are usually considered significant if exceeding 55 dB. . No mitigation is required or recommended.

The results of the noise study for this project showed that noise levels were consistently below 65 dBA, and were also significantly lower at many intervals during the day, thus being below the Oxnard noise maximum levels. (See Attachment C). Therefore, based on the noise study, the activities at the proposed car wash are not expected to have any significant impact on noise, and is not expected to be considered a significant change in the previous shopping center approvals nor a change in the noise impacts previously reviewed.

Traffic

The City of Oxnard's Transportation Division reviewed the project for traffic impacts and reviewed the associated impacts already analyzed in the previously approved shopping center.

The City's Traffic Engineer required two mitigation measures as part of the 2005 MND for the initial commercial center. One of the mitigation measures required that a new traffic signal at the intersection of Fifth Street and Southampton Place be installed, which that condition has been satisfied. The second mitigation measure required the developer to pay the applicable City/County Traffic Impact Fees prior to building permit issuance, that mitigation measure remains in effect. Therefore, the developer shall be required to pay the applicable City/County Traffic Impact Fees (calculated at the time of issuance of the building permit) for this project.

The proposed 5,648 square-foot carwash will be constructed in an area where three commercial/retail buildings from the previously approved Rancho Victoria project (2014) were sited. By constructing the proposed car wash, a total of 16,760 square feet of commercial/retail uses will be eliminated.

The Transportation Division determined that the available trip generation rate for an automated carwash land use (as currently being proposed) is only for PM peak hour. As such, the traffic analysis will only consider PM peak hour demand. Below is the calculation on the impact, in terms of traffic generation, by changing the square footage and land use:

Analysis and Findings:

Rates:

Commercial/Retail average trip rate per 1,000 sq. ft = 3.71

Automated Carwash average trip rate per 1,000 sq. ft = 14.12

Findings:

1. Commercial/Retail (Shopping Center - Land use 820) = $3.71 \times 16.760 = 62$ average PM Peak Hour trips
 2. Automated Carwash = $14.12 \times 5.648 = 80$ average PM Peak Hour trips
- The difference is 80 minus 62 = 18 average PM Peak Hour trips.

The result of the above analysis indicates that the proposed carwash will generate 18 more vehicle trips during PM Peak Hour compared to commercial/retail. However, the increase in trips is considered less than significant as it is not considered to affect or negatively impact the analyzed intersections that were reviewed for the Rancho Victoria project.

Therefore, the proposed car wash is not expected to have any significant impact on traffic and is not expected to be considered a significant change from the previous shopping center approval nor a change in the traffic impacts previously reviewed. Additionally, by paying the mandatory County/City Traffic Impact Fee, the developer will mitigate the project's impacts on local roads and intersections. With payment of the County/City Traffic Impact Fee, any impacts will be less than significant.

FINDINGS:

CEQA Section 15162(a) identifies three tests to determine if a subsequent MND or EIR is required. If conditions *do not meet* any of the three tests, an addendum may be found as the appropriate environmental document to be prepared.

The tests are:

1. *Substantial changes to the project lead to new significant effects or a substantial increase in the severity of previously identified significant effects; or,*

In response to the first test contained in CEQA Section 15162(a)(1), the proposed project does not represent a change or increase in land use type or intensity. The original project analyzed in the 2005 MND, anticipated development of the shopping center/plaza. This project is a permitted use within the zoning and consistent with uses located within a shopping center. Therefore, the proposed project would not result in new significant effects or a substantial increase in the severity of previously-identified effects.

2. *Substantial changes occur with respect to the circumstances under which the project is undertaken due to new significant effects or a substantial increase in the severity of previously identified significant effects; or,*

In the second test contained in CEQA Section 15162(a)(2), staff has determined that circumstances surrounding the project have not substantially changed with regard to issues, facts, and mitigations included in the Rancho Victoria Plaza 2005 MND. The proposed buildout and overall square-footage has actually decreased from that

evaluated by MND No. 05-09, and the environmental circumstances have not changed.

3. *New information of substantial importance that was not known or could not have been known at the time of MND adoption or EIR certification shows any of the following:*

- a. *The project will have one or more significant effects not discussed in the previous EIR or negative declaration; or,*

For CEQA Section 15162(a)(3)(a), staff has determined that there are no more or new significant effects that were not previously discussed in MND 05-09 for this project. Therefore, there this criterion is not triggered to prepare a new MND.

- b. *Significant effects previously examined will be substantially more severe than previously estimated; or,*

For CEQA Section 15162(a)(3)(b), staff has determined that there are no substantially more severe impacts that were not previously discussed in MND 05-09 for this project. Therefore, there this criterion is not triggered to prepare a new MND.

- c. *Mitigation measures or alternatives previously found not to be feasible would now be feasible and would substantially reduce significant effects of the project, but the project proponents decline to accept the mitigation measure or alternative; or,*

For CEQA Section 15162(a)(3)(c), staff has determined that there are no new mitigation measures required for this project and that all the required mitigations required in MND 05-09 have been agreed to by the project proponents (i.e. traffic fees). Therefore, there this criterion is not triggered to prepare a new MND.

- d. *Mitigation measures or alternatives which are considerably different from those analyzed in the previous MND or EIR would substantially reduce significant environmental effects, but the project proponents decline to accept the mitigation measure or alternative.*

For CEQA Section 15162(a)(3)(d), staff has determined that there are no new nor considerably different mitigation measures required for this project and that all the required mitigations required in MND 05-09 have been agreed to by the project proponents (i.e. traffic fees). Therefore, there this criterion is not triggered to prepare a new MND.

Conclusion

The proposed car wash does not have any potentially significant environmental effects that meet any of the three tests identified in CEQA Section 15162(a); and therefore, an Addendum to MND No. 05-09 may be adopted pursuant to CEQA Section 15164. All mitigation measures identified in MND No. 05-09 are included herein by reference, and no additional or new mitigations are necessary and have been agreed to by the project proponents. Additionally, there were related potential impacts that were reviewed for Water, Air Quality, Noise, and Traffic and the studies and analysis showed that there were no new impacts. The proposed design of the proposed structures for the car wash, site layout, engineering and improvements have been reviewed by the City of Oxnard as part of the Special Use Permit for the proposed use of a carwash. All current development standards pertaining to engineering design, drainage, site improvements, landscaping, lighting control, etc., are applicable to the project. All current development standards contained in the Zoning Code (Chapter 16 of the City Code) are applicable to the project.

The previously adopted Mitigated Negative Declaration, with comments and MMRP, and the record of project approval may be examined at the City of Oxnard Planning Division, 214 South C Street, Oxnard, California 93030. Please call (805) 385-7858 to review the file.

Katherine Leazer
Senior Contract Planner

Date

Attachments:

- A: Water Usage Report
- B: SBAPCD Memo, dated March 6, 2008
- C: Noise Study, by McKay Conant Hoover Inc., dated August 30, 2017

ATTACHMENT A

DESCRIPTION AND RECLAIMED WATER SYSTEM DETAILS

Water Drops Carwash

Project Description:

Development of a full service automatic type carwash consisting of a 5,226 s.f. tunnel/ equipment space and 136 s.f. attached office space. There will be 26 vacuum stations provided under the cover of two canopy structures (one attached to the carwash tunnel and one free-standing with attached 160 s.f. mechanical equipment/ trash building). The 1.2 acre site will be developed to include vehicular parking (3 spaces), pedestrian walkways, and landscaping. Off-site improvements will include the re-building and modernizing the adjacent alley between Gonzales Road and Azalea Street.

An existing 5,694 s.f. assembly hall will be demolished along with existing drive aisles and parking areas to allow for the new development.

Days of Operation: Monday – Sunday

Winter Hours: 8 a.m. – 5 p.m. **Summer Hours:** 8 a.m. – 8 p.m.

Employees: Six (6)/ weekdays to Eight (8)/ weekdays – Two Shifts

Property Zoning: C2 PD

Property Use: Car Wash, full service automatic type and drive-through

Carwash Description:

Water Drops Car Wash will operate a high end express car wash which we believe will be the future format for the car wash industry. Because the concept is an express wash, the main concentration will be to provide state-of-the-art equipment that will clean vehicles in a superior fashion to that of a full service car wash.

The cost of the washes will be between \$6 to \$10 dollars. The typical car wash ticket sold will take approximately five minutes from the start to finish and the quality of the wash is equal or better than comparable full service car wash which cost upwards of \$25 and takes up to 45 minutes.

The customer will drive his/her own vehicle through the fully automated wash. The car wash tunnels are approximately 135 feet long and contain the latest high tech equipments that are car friendly and built with ultimate care for the exterior of the cars. There will be up to 5 or 6 cars in the tunnel at the peak hours and 10 to 12 cars in the queue in front of the tunnel. The speed of the conveyor can be adjusted based during the peak hours.

There will be three employees and four on the weekends per shift (two shifts per day). One employee will be acting as a cashier and the other one will be guiding the cars entering the tunnel. The other employee (s) will help the customers with any other needs, i.e. vacuum system, vending machine items and clean up the site. Management will be on site at all times and primary focus will be on customer service and monitor the premises at all times.

When the customer exits the air dryer they will not have to wipe the vehicle down because of a HMS Reverse Osmosis system which will provide spot-free washes. The cars will leave the tunnel clean and 95% dry.

Once the car has been through the car wash tunnel they will have the option to leave the premises or vacuum the car. Every vacuum stall is equipped with trash receptacle. The Customer is responsible for vacuuming the interior of the car that will take only five minutes to do so. The vacuums are a free service to the customer. Vacuum motors and blowers are enclosed within buildings to insure noise levels do not exceed the thresholds established in the City's sound regulations. Additionally, sound walls have been added at tunnel entries and at the ends of the vacuum station canopies to further insure noise levels do not exceed those thresholds. Vending machines will be available to customer to purchase tire wipes, glass cleaners, air fresheners and towels.

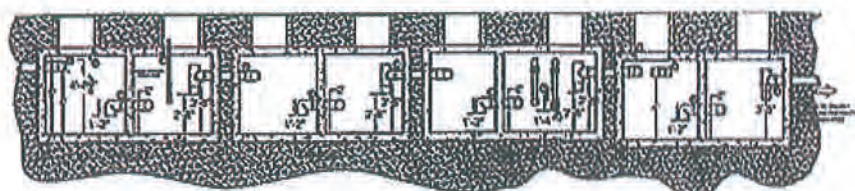
Water Use:

Waterdrops is a cutting edge water saver who continues to actively reduce water use by re-claiming, recycling and re-using its water. The car wash industry has moved from a heavy water user to being considered an important part of a community's water saving strategy. As communities limit water use, individuals washing their cars on their own are recognized as a practice that needs to be curtailed. A carwash facility like Waterdrops, where water is recycled and filtered, is the sustainable option.

Currently, older carwashes and carwashes without the advanced equipment of today's high end express car wash will use 60-90 gallons of water. Individuals washing their cars at home can use 40-130 gallons of water. The use of re-claimed water is not typically a part of these processes.

Waterdrops will be averaging 13-15 gallons per car and will be re-claiming, recycling and re-using its water.

The car wash will be equipped with PurWater Reclaim System. This system will insure that 90.45% of water used in the car wash will be recycled. Below is an illustration that explains the water recycling process.



4 TANK CONFIGURATION FOR 5 MICRON PUR-WATER RECOVERY SYSTEMS
 SCALE: NOT TO SCALE DRAWING IS FOR REFERENCE ONLY!

A carwash like Waterdrops is a net water saver and a very important part of the community's overall water savings strategy.

WAVE INDUSTRIES

PURCLEAN | PURWATER
WWW.PURCLEAN.COM

June 29, 2015

Site: Water Drops Car Wash Oxnard, CA
Subject: Permitting Letter – Usage Information

To Whom It May Concern:

The PurWater Recovery System has been engineered and designed specifically with the Professional Car Wash Operator in mind and incorporates the same innovative, cutting edge technology the industry has come to expect from Pur-Clean. Modular in design, the PurWater System platform provides a simplified approach that allows the system to be easily adapted to meet the needs and requirements of the targeted wash facility and eliminates the confusion typically associated with water recovery.

Motor City Automatic Car Wash Tunnel

It is a commonly used number that you will lose 6 gallons to evaporation and carry out. Using 85.60 gallons total (reclaim and freshwater) per vehicle will put you at 90.45% reclaim which should be a good balance of wash quality and conservation. With your chemical applications and final rinse applications at 13.60 gallons per vehicle and all your wash applications running on reclaimed water you will be at 7.60 gallons per vehicle going to sewer.

Water Use Per Car

- evaporation and carry out 6 gallons
- chemical application and rinses 13.60 gallons
- wash applications on reclaim water 72.00 gallons
- at maximum going to sewer 7.60 gallons of water

Best Regards,

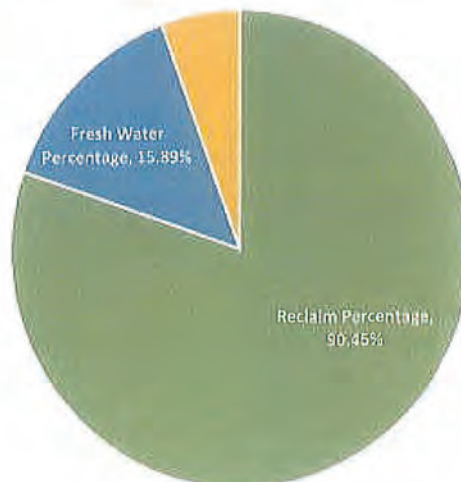
Charles Borchard
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3315 Orange Grove Ave
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FAX: 916.978.9995
e-mail: cborchard@purclean.com
Website: www.purclean.com

Application	Gallons Used	Fresh/Reclaim
Undercarriage / Rust inhibitor	6.00	Reclaim
Axis Arch High Pressure Series # 1	18.75	Reclaim
Axis Arch High Pressure Series # 2	18.75	Reclaim
Wheel & Tire	2.25	Reclaim
Foaming Color Skiz Arch K Nozzle Single	0.80	Fresh
Foaming Color Skiz Arch K Nozzle Double	1.07	Fresh
Entrance Triple Foam Curtian	2.40	Fresh
Bulldog Wheel and Tire Brush	6.75	Reclaim
Accelerator Top Wheel	2.25	Reclaim
Motor City Mitter -F2B	3.00	Reclaim
Cross-Over	5.25	Reclaim
Motor City Rockerz Side Wheels	3.00	Reclaim
Motor City Low Riders Side Wheels	3.00	Reclaim
Motor City High Boys Full Side Wheels	3.00	Reclaim
Foaming Applicators	1.33	Fresh
Non Foaming Color Skinz Arch V Nozzle (Rinse or Wax) Single	2.67	Fresh
Non Foaming Color Skinz Arch V Nozzle (Rinse or Wax) Double	5.33	Fresh

Total Water Usage	85.60
Evaporation and Drive Off Gallons	-6.00
Fresh Water Usage Gallons	13.60
Reclaim Water Usage Gallons	72.00
Reclaim Percentage	90.45%
Fresh Water Percentage	15.89%
Evaporation and Drive off Percentage	-6.34%
	100.00%

WATERDROPS OXNARD, CA

Evaporation and Drive off Percentage, -6.34%



Reclaim Water Systems

General Description:

The use of reclaim water has become an important method for the car wash operator to reduce his / her operating expenses (water / sewer costs) and start-up costs (impact / connection fees). Many municipalities are requiring the use of reclaim water in car wash operations and operators are continually looking for ways to increase profits, so reclaim systems are becoming essential in the overall operation of the wash.

Reclaim water is the re-use of water that has already been used in the wash and recovered by the drain system in the wash bay. Most drain systems consist of a catch basin to settle out the large solids, followed by two or three underground reclaim tanks to remove oil & grease, floatable materials and settleable solids. Overflow water from the last reclaim tank is then discharged to sewer or an oil / water separator.

Water from the reclaim tanks contains solids that have not settled within the tank. These solids are typically small in size (less than 150 microns) and consist of sand, clay, and silt. These solids can increase wear on pumps, piping, and nozzles, and increase the potential of plugging nozzles. Reclaim water also is a great environment for growing bacteria which can create plugging and odor problems. Typically, anaerobic bacteria (bacteria that grow in the absence of oxygen) will grow beneath the settled solids in the reclaim tank. This type of bacteria produces hydrogen sulfide and methane that has an odor similar to rotten eggs. A properly designed reclaim system must both remove solids and provide biological / odor control.

A PurWater reclaim system takes water from the last compartment of the reclaim tank and treats it further so that the quality is acceptable for re-use in the wash. The PurWater reclaim system also returns a portion of the water back to the reclaim tank to provide biological / odor control. Reclaim water that is treated by a PurWater system can then be used for the undercarriage, side panel blasters, mitters, and high pressure rinse cycles which greatly reduces the overall amount of city water required by the wash and the amount of water discharged to sewer. Typically, 60-85% of the water used on the car can be reclaim water.

PurWater Reclaim System:

The PurWater Reclaim System consists of cyclone separators to remove solids down to the 5 micron range and one of three methods (air sparger, enzyme addition or ozone addition) to control odor and biological growth. The system is contained on a compact frame with its own pump / motor and controls. The system will recirculate water continuously back to the second compartment of the reclaim tank for odor and biological control. When a demand for reclaim water is received from the wash, the system will provide treated reclaim water.

PWFS (Flood) Series Systems: The PWFS (Flood) series systems consist of a cyclonic sand separator, pump / motor, controls, and an air sparger designed to treat 60 or 100 GPM of reclaim water. The sand separator will remove down to 70 micron solid particles and is adequate for use in Auto Dealer or Fleet / Flooder Arch Friction wash applications. When the wash demands water, the system provides treated water to the wash and recirculates water through the air sparger, located in the reclaim tank, for

odor and biological control. If the wash does not demand water for 10 minutes, the system will automatically recirculate treated water back to the reclaim tank through the air sparger for five minutes. This operation ensures that odor and biological control are performed periodically to prevent the reclaim tank from going septic. Drawing #1G shows the Process & Instrumentation Diagram (P&ID) for the PWFS (Flood) series design.

PW 100/200/300-M5 Series Systems: The PW 100/200/300-5M series systems consist of high efficiency cyclones, pump / motor, controls and one of three odor control systems ... air sparger, enzyme addition, or ozone addition. The standard systems are designed to treat 30, 60, and 90 GPM of reclaim water. The new generation of high efficiency cyclones will remove down to 5 micron solids, so that the treated water can be used by high pressure touchless or friction in-bay automatics and tunnel wash applications. The system utilizes a Variable Frequency Drive (VFD) on the pump motor which is controlled by the wash demand, to vary the amount of water that is treated and delivered. Water continuously recirculates back to the reclaim tank, both when water is demanded by the wash and when there is no demand. Up to three different demand inputs from the wash can be incorporated into the VFD. The PW 100/200/300-5M system piping also incorporates a city water intake line for use as: 1) a by-pass to meet wash water demands in case the system is not operating due to an extremely low level in the reclaim tank or a fault; and 2) an automatic pump prime operation for system start-up.

Air Sparger

Biological and odor control are accomplished by using one of two methods, depending upon the model number supplied. The first method uses an air sparger (models ending in 5MAS), which is mounted within the reclaim tank above the water level. The air sparger will bring in air as water is passed through the sparger. The aerated water will add oxygen to the tank water which will control the anaerobic bacteria growth.

Ozone

The other method utilizes ozone to kill the bacteria (models ending in 5M12O or 5M24O). Ozone is a contact killing agent, similar to chlorine used in city water. Ozone (O₃) is generated by concentrating the oxygen (O₂) in ambient air and passing the concentrated oxygen through a high voltage electric current to produce ozone. The ozone laden gas is then educted into the recirculation water stream and into the reclaim tank to kill the bacteria.

Caution: Breathing concentrated ozone can create severe breathing problems. Precautions must be made to prevent exposure to concentrated ozone.

June 29, 2015

**Reclaim Effluent Quality Estimate for
PurWater Reclaim Systems**

The PurWater Reclaim System consists of two primary components ... the underground reclaim tank(s) and the above ground PurWater unit. The below ground tanks are normally supplied by a local concrete vault vendor, with their capacity and lay-out per PurWater specifications. The primary purpose of the reclaim system is to provide quality water to the wash so that the water can be re-used within the wash and still provide a clean car. The re-use of the water allows the operator to minimize the amount of incoming fresh water to the wash and the amount that is discharged from the wash. The reclaim system is not designed to meet a specific effluent quality of the discharge, although in many cases the water discharged from the system goes directly to sewer or a leach field.

As the primary purpose of the PurWater Reclaim System is to provide quality water for re-use within the wash, the system is designed to separate settleable solids (typically sand, grit) and free oils from the water going to the wash. These solids and oils can affect the wash quality, and increase the maintenance on wash pumps, piping, and nozzles. The large settleable solids (150 micron and larger) are settled within the underground tanks prior to entering the above ground PurWater unit. The PurWater unit uses high efficiency cyclones to remove down to 5 micron settleable solids prior to the wash. The solids-laden water from the PurWater unit is re-introduced into the reclaim water at the front end of the underground tanks, where some solids settle and some continue with the water phase to be re-treated or go out with the effluent. The free oils (150 micron and larger) float to the surface within the underground tanks and are trapped within the tanks. Accumulated settleable solids and free oils are periodically (normally every 3-6 months) removed from the reclaim system by pumping out the underground tanks and replacing with fresh water.

Some amount of water is continuously discharged from the reclaim system in order to satisfy the water balance for the wash. The volume of discharge is dependent on the amount of fresh water used by the wash, less any water that is lost to evaporation and carry-out. The discharge is sent to a separate, customer supplied wastewater treatment device, or directly to sewer or a leach field. The PurWater Reclaim System does not treat or affect minerals or chemicals dissolved in the water, emulsified or dissolved oils, non-settleable solids, the BOD / COD content, pH, or temperature of the water that is discharged.

The reclaim system does have an effect on the amount of settleable solids and free oil (150 micron and larger in size) that is discharged with the water. The underground reclaim tanks are designed similar to other gravity separator devices used in a variety of industries for oil and solids removal. Based upon numerous field observations of PurWater Reclaim Systems, I can estimate that the discharge from the reclaim system will normally be:

Settleable Solids: 25-100 ppm
Free Oil & Grease: 10-25 ppm

This estimate is based on normal settleable solids and free oil loadings seen by car washes. The estimate is not a guarantee of performance.

The estimated discharge quality from the PurWater Reclaim System may or may not be acceptable for direct discharge to sewer or a leach field. Local authorities and municipalities should be consulted to determine whether additional treatment is required to meet discharge permits.

If you have any questions or comments on the above, please contact me in our Sacramento office.

Sincerely,

Charles Borchard
VP Operations
New Wave Industries
PurClean & PurWater
3315 Orange Grove Ave
North Highlands, CA 95660
Phone-office: 916.978.9990 / 800.882.8854
Phone-cell: 916.996.6468
FAX: 916.978.9995
e-mail: cborchard@purclean.com
Website: www.purclean.com



MC Group, LLC * 3727 W. Magnolia Blvd., #476, Burbank, CA, 91505
 Tel: (818)809-6180 * Service: (877)851-9570 * www.mcgroupsales.com

June 30, 2015

Dear Waterdrops Express Car Wash,

Eco-Friendly Technologies That Save

Clean Chemistry

McGroup, LLC is committed to helping car wash owners provide the best car wash experience while saving money, water and the environment. That's why we offer you superior, environmentally-safe cleaning products for both the automatic and self-service car wash industry.

Our cleaning program for McGroup, LLC car wash chemicals conforms to today's most important environmental standards and includes the following characteristics:

Total chemical packaging in recyclable containers

- **No Hydrofluoric Acid or Ammonium Bifluoride**
- **No Nonylphenol Ethoxylates (NPEs)**
- **No phosphates**
- **Readily Biodegradable**
- **No formaldehyde**
- **No ozone depleting compounds**
- **No VOCs**

This overall positioning does not stop at the point of manufacturing and blending but rather is carried through to the customer and your consumers through a certification program with owner/operators of convenience stores and consumer education in point-of-sale materials. Drivers getting their car washed at your McGroup, LLC facility can be assured the car wash chemicals being used to clean their vehicle are safe, non hazardous, biodegradable and carry no phosphates.

Water Conservation

Our chemical-free products also eliminate the need for water softener salt and maintenance and require no electricity. McGroup, LLC's reclaim systems – an important part of our water conservation efforts – are designed to lower water usage rates by up to 80 percent, which in turn reduces operating costs. Through these systems we have saved billions of gallons of water in the last decade alone.

To save water, McGroup, LLC car washes use computer-controlled systems and high-pressure nozzles and pumps. In addition, McGroup, LLC's technology also uses less water and fewer chemicals, offering an eco-friendly and cost-effective alternative to touchless car wash systems.

Recycling

Materials recycling is also an important part of McGroup, LLC's manufacturing and production. Currently, the plant operation staff recycles scrap aluminum, scrap stainless steel, scrap steel, scrap wood from nonreusable pallets, wire spools, and crating, cardboard, used plastic chemical containers, scrap electrical wire and office paper.

Thank you,

Michael McGuinness
President

ATTACHMENT B

SBAPCD MEMO (MARCH 6, 2008)



Our Vision  Clean Air

To: Santa Barbara County Planning Commission

From: Santa Barbara County Air Pollution Control District
(Contact: Vijaya Jammalamadaka, 961-8893)

Date: March 6, 2008

Subject: Air Quality Impacts of Drive-through Facilities vs. Non-Drive-through Facilities

The Santa Barbara County Air Pollution Control District (APCD) is an independent local government agency that works to protect the people and the environment of Santa Barbara County from harmful effects of air pollution. We appreciate this opportunity to respond to the request by your Planning Commission to explain the air quality impacts associated with drive-through land uses such as fast food restaurants, pharmacies and banks. The APCD has no specific rules or regulations governing land developments and no authority over the permitting of drive-through facilities. As a general policy the APCD discourages the construction of new facilities that are wholly dependent on the automobile. The APCD promotes the use of public transit, bicycling and walking.

Background: In 1979 the first clean air plan, the *1979 Air Quality Attainment Plan* (AQAP), was adopted for Santa Barbara County in response to the federal Clean Air Act amendments of 1977. At that time, Santa Barbara County was classified a non-attainment area for the federal ambient air quality standards for carbon monoxide (CO), ozone and particulates. The adopted 1979 AQAP included land use policies and measures intended to, "increase the use of transit, bicycle, and pedestrian transportation modes; reduce use of and dependence upon the automobile." Following adoption of the 1979 AQAP, both the County and the City of Santa Barbara adopted zoning ordinances restricting the development of new drive-through facilities. Land use and transportation control measures to restrict the development of auto-dependent facilities were included in the 1982, 1989, 1991 AQAPs. In 1991, at the direction of the APCD Board, this restriction was removed from the 1991 AQAP and subsequent clean air plans.

The County's requirement to provide a comparison of the air quality impacts between drive-through facilities and the same project without drive-through lanes is in the **Santa Barbara County LUDC, Section 35.42.130** which states that a facility can operate with a drive-through only if that facility would have no greater adverse impact upon air quality than that same facility without a drive-through. The APCD reviews the calculations to

assist the County Planning and Development Department (P&D) in determining consistency with the County's ordinance.

Methodology: In this memo, the APCD has shown some methods of comparing a drive-through facility with a non-drive-through facility.

Originally, the main air quality concern associated with drive-through facilities was the potential to create carbon monoxide (CO) hotspots where a large number of vehicles idle. Since the early 1980s Santa Barbara County has been in attainment of federal carbon monoxide standards. Now, due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with drive-through project traffic alone are not expected to exceed the CO health-related ambient air quality standards. Therefore, comparison studies have focused on oxides of nitrogen (NOx) and reactive organic gases (ROG) emissions. NOx and ROG are precursors to ozone formation and, currently, the County does not meet the State ozone standard.

Comparison Analysis based on Trip Generation: The average daily trips (ADT) for drive-through and non-drive-through land uses is provided by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 7th ed., (2003) as shown in Table 1 below.

Table 1

Land use	ITE Trip Generation Rate	Comments
Fast food without drive-through	716 trips per day/1000 square feet	Based on 21 separate studies.
Fast food with drive-through	496.12 trips per day/1000 square feet	Based on one observation (Caution: use carefully—small sample size)
Walk-in bank	156.48 trips per day/1000 square feet	Based on one observation. (Caution: use carefully—small sample size)
Drive-in Bank	246.49 trips per day/1000 square feet	Based on 19 studies.
Pharmacy/Drugstore without Drive-Through Window	90.06 trips per day/1000 square feet	Based on 6 studies.
Pharmacy/Drugstore with Drive-Through Window	88.16 trips per day/1000 square feet	Based on 3 studies (Caution: use carefully—small sample size)

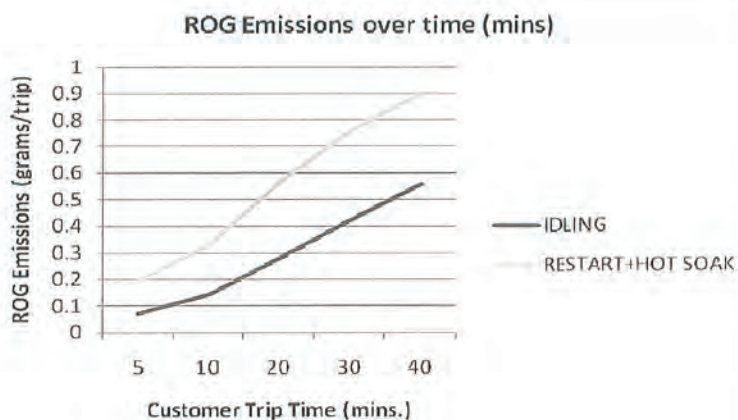
In general, using the Urban Emissions model (URBEMIS 2007, a model designed to estimate air emissions from land use development projects), all daily pollutant emissions from vehicles driving to the site are directly proportional to the ADT and the miles driven to get to the site. Because the sample sizes used by ITE to estimate ADT for some of these uses are not robust, **the APCD does not recommend basing project emissions comparisons for these types of facilities on the ADT alone.** For example, if ITE average daily trip data were used daily NO_x, ROG, PM₁₀, CO₂ and other emissions for the non-drive-through fast food restaurant would be, proportionately, about 30% higher than for the drive-through restaurant; however, a drive-in bank would generate more emissions than a walk-in bank. The Pharmacy/Drugstore comparisons would be similar. Therefore, the APCD recommended that the on-site comparison analysis, discussed below, as the preferred comparison method.

On-site Comparison Analysis: Comparison studies of projects with and without drive-throughs have been prepared under the direction of the APCD, since the early 1990s. The scenarios in these studies have included emissions resulting from when a customer arrives at the site until the customer leaves the site. **For the purposes of these analyses,** two types of scenarios **during peak-times** at a restaurant were considered:

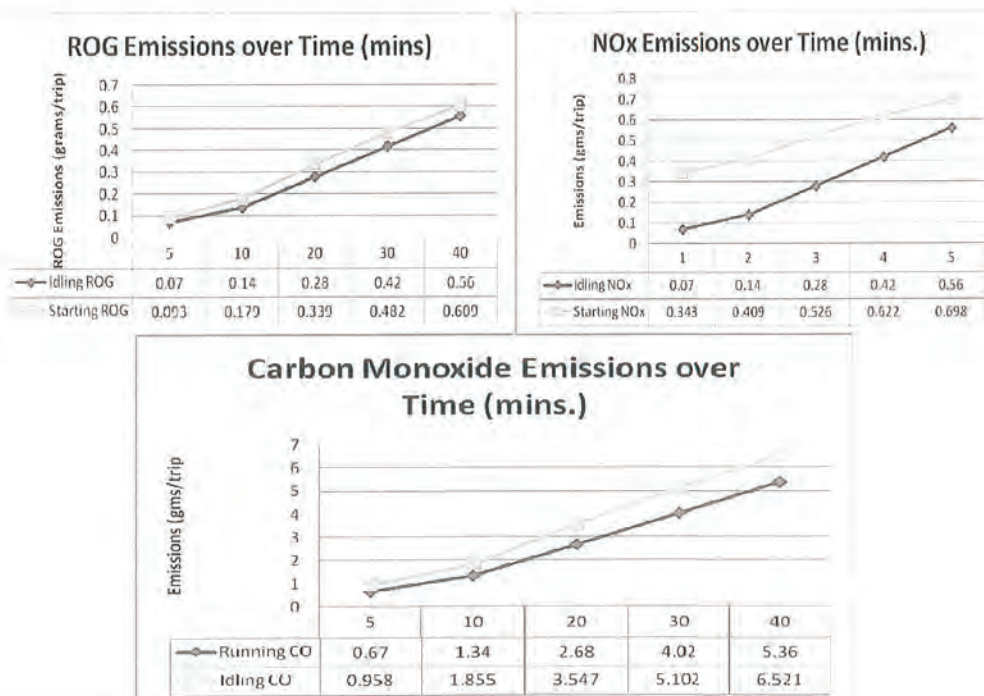
1. average customer time while **idling** in the drive-through lane, and
2. average customer time **parking and re-starting** vehicles.

Using the latest emission factors model from the California Air Resources Board, namely EMFAC 2007 (for the years 1975-2008, 70°F, relative humidity 50%) we can calculate the emissions for ROG, NO_x, and CO for each of the above scenarios.

In the idling mode it is assumed that the vehicle engine and emission control systems are warmed up so the “stabilized running” emission factors are used. The “park and re-start” mode emissions are the sum of starting emissions and “hot soak” emissions after a certain number of parked minutes. “Hot soak” emissions are ROG emissions due to evaporating fuel from a hot engine that occurs immediately after a vehicle is turned off. After the vehicle is re-started there is an initial period of higher emissions while the emission control systems warm up (these “starting emissions” are the highest contributor to trip emissions).



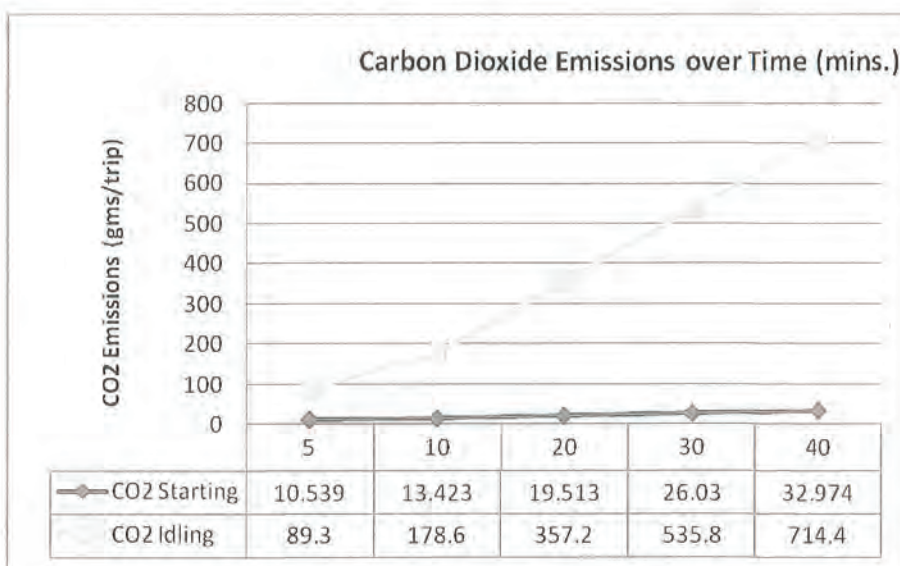
As shown in the Figure above, if the comparison is done on a per-trip basis, **idling ROG emissions for each vehicle are always lower compared to the parked vehicle emissions** (the sum of starting emissions and hot soak emissions) and the difference in emissions between each mode increases with time.



As shown above, **starting emissions** for ROG, NOx and CO are higher than idling emissions.

The resulting emissions differences between a project with a drive-through and without a drive-through are very dependent on the time the customer spends at the site. The time spent is, in turn, dependent on the assumptions regarding the number of cars in queue in the drive-through lane, and the number of cars the lane can accommodate under a "reasonable worst case scenario." For example, the analysis for the *Evergreen Shopping Center Re-model* used **15 minutes as the customer idling time in the drive-through lane and 28 minutes of parked time at a sit-down restaurant, per vehicle, during peak hours.** Other factors used in the onsite comparison studies include, the assumed average daily trips (ADT), the percentage of customers assumed to be using the drive-through and the assumed number of sit-down customers. All these assumptions are based on information provided by the applicant and previous similar analyses. **In general, these reasonable worst-case scenario comparison studies have shown that a park-and-restart facility would generate more emissions than a facility with drive-through because a vehicle's starting and evaporative "hot soak" emissions are higher than the stabilized running exhaust emissions from an idling vehicle that did not turn off the engine.**

Greenhouse Gases: As shown in the graph below, running exhaust emissions of carbon dioxide (CO₂) from idling vehicles are significantly higher than re-starting emissions from parked vehicles (EMFAC 2007). CO₂ is a major greenhouse gas and a significant contributor to global climate change. Global climate change is a growing concern that needs to be addressed by the decision makers. **In terms of this pollutant, unlike ROG, NO_x and CO, drive-through lanes contribute much higher emissions than facilities that require stopping and re-starting a vehicle.**



Public Health Risk: Idling passenger vehicles have the potential to cause localized concentrations of toxic air pollutants that may result from the combustion of gasoline and diesel fuels. APCD staff is not aware of any studies to date that evaluated the impact to public health risk from idling **passenger** vehicles vs. parking and re-starting.

Conclusion: On a per vehicle basis, idling emissions of the ozone precursors (ROG and NOx) and CO are lower than for a vehicle that has been parked for the duration of the visit; however, CO₂ emissions are significantly higher. Drive-through facilities can generally process customers faster than park-and-use facilities. This is why a drive-through facility has lower emissions than a park-and-use facility without a drive-through. It must be noted that vehicle exhaust emissions are already cleaner than the EMFAC 2007 model calculates and will continue to get cleaner in the future.

The APCD does not discourage drive-through restaurants based on ozone precursor emissions. However, auto-dependent uses that increase the total number of trips to the project site can affect the air quality of the County and global climate change adversely.

ATTACHMENT C

NOISE STUDY (AUGUST 30, 2017)



McKAY CONANT HOOVER INC
Acoustics and Media Systems Consultants

David A Conant, FASA
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Randal B Willis, P.E.

Kyle M Ridenour
William Chu

30 August 2017

Jim Hanafin
Rasmussen & Associates
21 S. California Street, Fourth Floor
Ventura, California 93001

Subject: Waterdrops Carwash, Oxnard, Outdoor Noise Study

Dear Jim,

Waterdrops Carwash proposes to build a new carwash facility on W Fifth Street in Oxnard, CA. This report demonstrates that this facility will satisfy the requirements of the noise code.

The facility will be daytime operation only (nothing beyond 7am to 9pm). We understand that the noise code requires that exterior noise levels from the facility equipment not exceed 65 dBA at neighboring property lines.

For our study, we have performed measurements and analysis using Leq ("equivalent noise level") parameters, which correspond to "slow dynamic characteristic", and we report the results in dBA.

Measurements

Our studies are based on measurements of sound pressure levels from equipment near and around an existing Waterdrops Carwash in Oxnard at 1401 West Gonzales Road, which is essentially identical to the proposed new facility, including identical equipment. Our measurements were performed using a B&K Type 2250 Sound Level Meter, which is "type 1" (highest order of accuracy and precision), and calibrated before and after measurements. Our measurements demonstrated that there are only two primary noise sources:

- Blowers, located within the tunnel, that dry off vehicles near the end of the carwash cycle. These blowers are the dominant noise source out of both ends of the tunnel, albeit quieter out the entrance than out the exit (and insignificant through the side walls). These blowers operate for approximately one-half minute at the end of the overall cycle.
- Vacuums, located at the various parking locations, for optional use subsequent to the carwash. The vacuum equipment is housed inside the building and is essentially inaudible; only the "working ends" (henceforth called "vacuums" for purposes of this report) of the vacuum hoses are audible. Note that for much of the time of usage, these vacuums are inside of the vehicles, resulting in significant noise attenuation.

We understand there will be no air blow-off nozzles at the proposed facility, despite the presence of nozzles in the vacuum area at the existing facility, and which is the only significant difference between these facilities. Therefore, these nozzles are not included in this study.

There is a buzzer/alarm inside the tunnel that is sounded very briefly at the beginning of each wash cycle. We understand that the loudness of this buzzer/alarm can be adjusted so that it will not be an issue at the property lines, and we recommend this adjustment. This buzzer/alarm is not included in this study.

Calculations

Our calculations of expected noise levels at neighboring property lines are based on standard methodologies, using the measured noise level data. Salient features are as follows:

- We calculated noise levels for the loudest ("worst case") locations on the property lines. Note that we report 60 dBA blower noise for a small section of property line that is not barriered by the wall/canopy along the south border; all locations toward the west along the south property line will receive significantly less blower noise.
- Noise levels from the blowers and from the vacuums do not "add together" significantly, due to barrier effects of building walls, and so these are reported separately.
- For vacuum noise, we used worst case (outside of the vehicle) values, for combined noise of a vacuum at a location closest to the property line plus another at mid-lot location. Furthermore, we have neglected the barrier effects of end walls on the east and west, only considering "line-of-sight", worst case locations. Even if several more vacuums are operated simultaneously, considering the actual usage and the added barriering effects of the walls, it is extremely unlikely that the reported vacuum noise levels will be exceeded. Note that vacuum noise along the south property line is negligible because of the wall/canopy.

Summary/Results

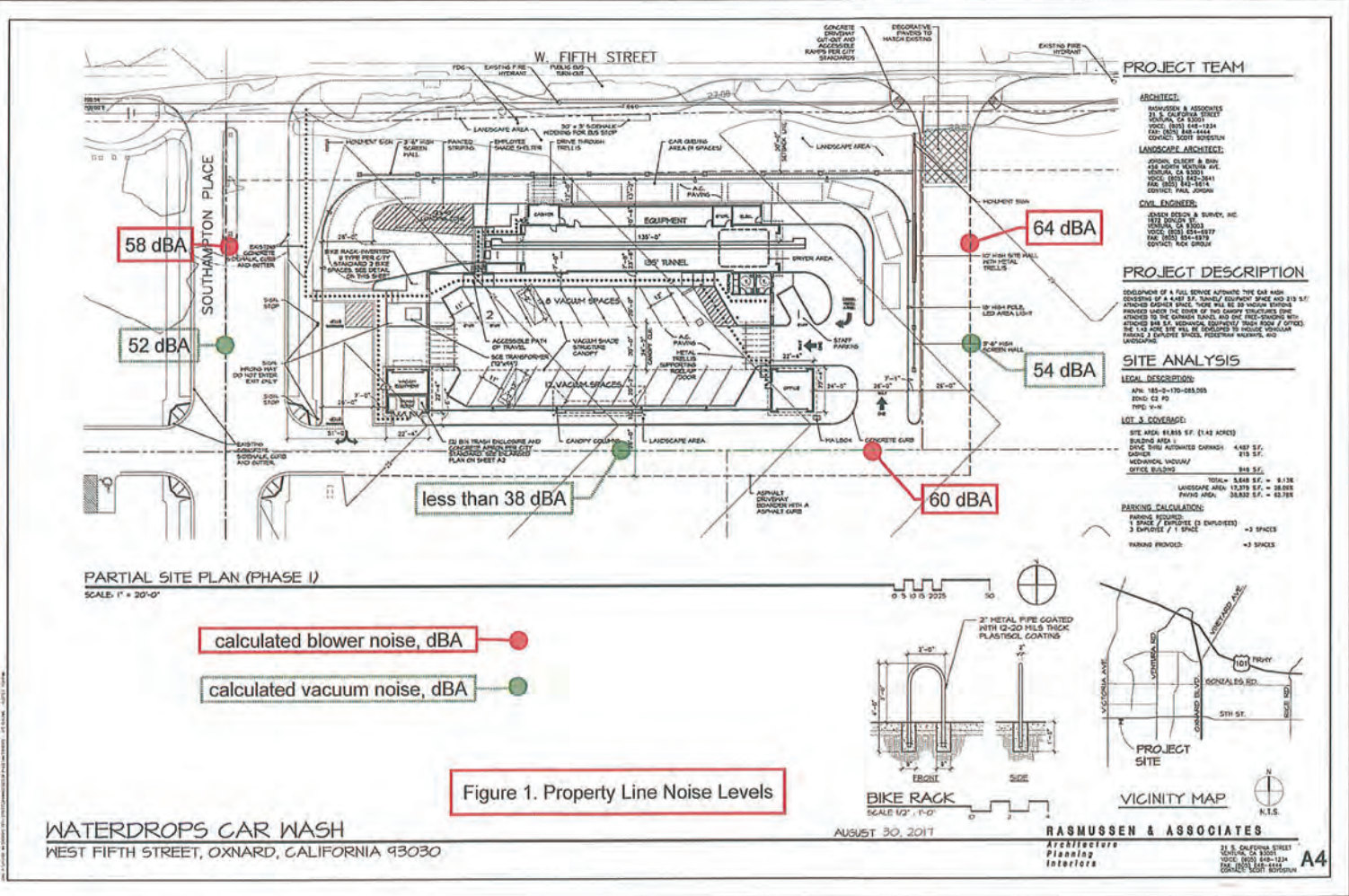
The results of our study are summarized on attached Figure 1. Noise levels are consistently below 65 dBA, and generally yet significantly quieter, so the Oxnard noise code is satisfied.

Sincerely yours,

McKAY CONANT HOOVER INC



K. Anthony Hoover, FASA, INCE Bd. Cert.
Principal Consultant



RESOLUTION NO. 2018 – 04

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 17-500-04 (SPECIAL USE PERMIT) TO CONSTRUCT AND OPERATE A 5,648 SQUARE FOOT DRIVE-THROUGH CAR WASH WITH 21 VACUUM BAYS (WATERDROPS EXPRESS CAR WASH) IN THE RANCHO VICTORIA PLAZA LOCATED AT 3600-3700 W. 5TH STREET (APN: 185-0-170-085, 095), SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY BIJAN SHAHMORADI ON BEHALF OF WATERDROPS EXPRESS 8730 WILSHIRE BLVD #202 BEVERLY HILLS, CA 90211.

WHEREAS, on February 27, 2017, Bijan Shahmoradi (the “Applicant” and/or “Permittee”) submitted a request to construct and operate a 5,648 square foot drive-through carwash with 21 vacuum bays (Waterdrops Express Car Wash), in the Rancho Victoria Plaza, located at 3600-3700 W. 5th Street (APN: 185-0-170-085, 095); and

WHEREAS, on January 18, 2018, the Planning Commission of the City of Oxnard (“Planning Commission”) conducted a duly noticed public hearing to consider Applicant’s request to approve Planning and Zoning Permit No. 17-500-04 (Special Use Permit) to construct and operate a 5,648 square foot drive-through carwash with 21 vacuum bays (Waterdrops Express Car Wash), (the “Project”) in accordance with Section 16-530 through 16-553 of Oxnard City Code.

WHEREAS, in accordance with the California Environmental Quality Act, the Planning Commission considered the proposed addendum to a previously adopted mitigated negative declaration, finds on the basis of the whole record before it (including the initial study and adopted mitigated negative declaration) that with Mitigation Monitoring/Reporting Program and imposition of mitigation measures as conditions of approval, there is no substantial evidence that the project will have a significant effect on the environment, further finds that the addendum to the previously adopted mitigated negative declaration reflects the independent judgment of the City, and adopts the addendum to the previously adopted mitigated negative declaration; and 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 in in conformance with the City of Oxnard 2030 General Plan and the elements thereof and other adopted standards.**
The City’s 2030 General Plan land use designation for the subject site is Commercial General (CG) uses which allows for freestanding commercial uses

along arterial. Approval of this Special Use permit has been determined to be consistent with the General Plan and the property's land use designation.

- (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 proposed use is consistent with uses considered and permitted by the General Commercial, Planned-Development (C-2-PD) zone. Construction activities, anticipated uses, and development design will be subject to standard construction requirements of the Building, Fire, and Traffic Codes. Therefore, the proposed use and improvements are not expected to have adverse effects or be materially detrimental the adjacent uses, buildings or structures or to the public health, safety or general welfare.

- (3) **The site for the proposed use is adequate in size and shape to accommodate the setbacks, parking, landscaping, and other City standards except as may be specifically excepted by the special findings and conditions of this Resolution.**

Development as proposed will meet the development standards of the General Commercial, Planned-Development (C-2, P-D) zone, parking and landscape design standards as described and shown in Section 6c of the Planning Commission Staff Report. As such, the subject site is adequate in terms of size and as proposed the development meets or exceeds City's design standards and parking will be met on-site.

- (4) **The site for the proposed use will be served by streets and highways adequate in width and structure to carry the kind and quantity of traffic such use will generate.**

The development is located along a major thoroughfare in the City and as described in Section 6 of the Planning Commission Staff Report, the Project will construct driveway improvements in accordance with the requirements of the City's Traffic Engineer and the City's Fire Department. As a result, the site has sufficient access to streets and highways that are adequate in size and after construction intersections considered in the review of the Project will operate at acceptable levels of service.

- (5) **The site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.**

The Project is considered infill development that has been found to be consistent with anticipated development for this site. Furthermore, the Project will be served by existing water and sewer connections. In accordance with the Stormwater

Quality Conditions of this Resolution, the Project's design will comply with stormwater control measures as required by the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit.

SECTION 2. Based on the findings set forth herein, the Planning Commission hereby approves Planning and Zoning Permit 17-500-04 (Special Use Permit), subject to the below conditions of approval.

SECTION 3. 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 4. 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 September 15, 2017 ("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. This permit shall automatically become null and void 36 months from the date of its issuance, unless Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements. (PL, G-3)
4. All required off-site and on-site improvements for the project, including structures, paving, and landscaping, shall be completed prior to occupancy unless the Development Services Manager allows Developer to provide security or an executed agreement approved by the City Attorney to ensure completion of such improvements. (DS, G-4)
5. By commencing any activity related to the project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, G-5)
6. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process. (CA, G-6)
7. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. (CA, G-7)
8. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, G-8)
9. Developer shall provide off-street parking for the project, including the number of spaces, stall size, paving, striping, location, and access, as required by the City Code. (PL/B, G-9)
10. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Except as provided in the sign permit, Developer may not change any signs on the project property. (PL/B, G-10)

11. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, *G-11*)
12. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, *G-12*)
13. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, *G-13*)
14. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, *G-14*)
15. Prior to issuance of building permits, Developer shall correct all violations of the City Code existing on the project property for which the Code Compliance Division has open cases. (PL, *G-15*).
16. Prior to issuance of building permits, Developer shall execute an agreement, in a form approved by the City Attorney, to hold harmless, indemnify and defend the City, its City Council, and each member thereof, and every officer, employee, representative or agent of City, from any and all liability, claims, demands, actions, damages (whether in contract or tort, including personal injury, death at any time, or property damage), costs and financial loss, including all costs and expenses and fees of litigation or arbitration, that arise directly or indirectly from the City's approval of this permit or other permits; from construction of the project or any part thereof approved herein; and from land failure, erosion, inundation, or wave attacks on the subject property or on any property near or adjacent thereto, arising out of or resulting from or caused by work performed or authorized by Developer. (PL/CA, *G-16*)

LANDSCAPE STANDARD CONDITIONS

17. Prior to submittal of landscape and irrigation plans, Developer shall obtain approval of the Planning Manager or designee of a plan showing on the project property all existing trees and identifying the trees to be saved, transplanted or removed. (PK, *PK-1*)
18. Prior to issuance of building permits or the proposed use is initiated, whichever comes first, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, *PK-2*)
19. Prior to issuance of a certificate of occupancy, Developer shall install landscape and automatic irrigation systems that have been approved by Parks and Facilities Superintendent. (PK, *PK-3*)

20. Developer shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of Developer to do so may result in the revocation of this permit and initiation of legal proceedings against Developer to ensue compliance (PK, PK-4)
21. Prior to the issuance of City issues a certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, PK-5)
22. At the time of planting, Developer shall provide at least 24-inch box size for all new trees planted on the subject property by. All shrubs and vines planted under the subject permit by the Developer shall be at least five-gallon size, except as otherwise specified by this permit. (PK, PK-6)

LANDSCAPE SPECIAL CONDITIONS

23. An arborists tree report is required for health and economic appraisal value of any existing trees to be removed or displaced from the site due to construction. City staff will have final approval on selection of an arborist. The arborists tree report shall be prepared by a certified arborist and shall follow the format as outlined in Valuation of Landscape Trees, Shrubs and Other Plants. The tree report shall include text, photos, and a site plan that clearly labels and numbers all trees to be saved, removed or transplanted. The methodology for the tree appraisal value shall be based on the "Trunk Formula" method with calculation work sheets included in the report. The economic appraisal value of the trees removed shall be put back into new tree sizes for the project and shall be in addition to meeting the City's minimum size of 24" box. (PL).
24. Accent trees shall be added at the two the corners in front of the building and shall be subject to review and approval by the Planning Manager. (PL)
25. The trees planted along the south property line adjacent to the building wall shall be revised from the proposed Windmill palm trees to a tree species that will provide additional screening. Tree species shall be subject to approval by the Planning Manager. (PL).
26. At the time of landscape plan check submittal, the landscape plans shall contain a listing of all existing trees on the site and shall refer to them by number as identified in the Arborist's Tree Report. The Tree Tabulation Chart shall clearly list all trees which are to remain, be removed or be transplanted. The chart shall contain the arborist's economic appraisal value of all trees to be removed as well as a computation showing how the removed tree value was put back into new tree sizes for the project. The new tree sizes for the project shall be in addition to meeting the minimum tree size of 24" box. (PL).

27. Prior to issuance of a Certificate of Occupancy for the car wash the master development plan approved under Special Use Permit, PZ 13-550-01, shall obtain approval of final landscape plans for perimeter landscaping of the shopping center site and have it installed. This landscaping shall include trees, shrubbery and ground cover that will be located in all perimeter landscaping areas, specifically the area along the south property line pursuant to approved plans for the master SUP (PZ 13-550-01) (PL)
28. At the time of landscape plan check submittal, the Developer's Landscape Architect or Architect shall provide the City with written confirmation that they have reviewed the civil engineering construction drawings and that the NPDES requirements are not in conflict with meeting the City's landscape requirements. (PL)
29. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, PK-22)
30. At time of submittal to the Building and Engineering Division for plan check, Developer's Landscape Architect or Architect shall provide the City with written confirmation that they have reviewed the civil engineering construction drawings and that the NPDES requirements are not in conflict with meeting the City's landscape requirements. (PK, PK-23)
31. Developer shall include a note on the Landscape Plans submitted to the Building and Engineering Division for a building permit that "all landscaping and irrigation comply with Ordinance No. 2822, which adopted the City of Oxnard Landscape Water Conservation Standards, and applicable water conservation requirements of the State of California". (PK, PK-24)

FIRE DEPARTMENT STANDARD CONDITIONS

32. Developer shall construct all vehicle access driveways on the project property to be at least 26 feet wide. Developer shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. Developer shall mark all designated fire lanes in accordance with the California Vehicle Code. (FD/B, F-1)
33. All roof covering materials on the project property shall be of non-combustible or fire retardant materials approved by the Fire Chief and in compliance with the City Code. (FD, F-2)
34. Before the City issues building permits, Developer shall obtain the Fire Chief's approval of a plan to ensure fire equipment access and the availability of water for fire combat operations to all areas of the project property. The Fire Chief shall determine whether or not the plan provides adequate fire protection. (FD/DS, F-3)
35. At Developer's expense, Developer shall obtain two certified fire flow tests for the project property. The first test shall be completed before City approval of building plans and the

- second shall be completed after construction and prior to the issuance of a certificate of occupancy. A mechanical, civil, or fire protection engineer must certify the tests. Developer shall obtain permits for the tests from the Engineering Division. Developer shall send the results of the tests to the Fire Chief and the City Engineer. (FD/DS, *F-4*)
36. All structures on the project property shall conform to the minimum standards prescribed in Title 19 of the California Code of Regulations. (FD, *F-5*)
 37. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, *F-6*)
 38. At all times during construction, developer shall maintain paved surfaces capable of handling loads of 76,000 pounds which will provide access for fire fighting apparatus to all parts of the project property. (FD/DS, *F-7*)
 39. Developer shall identify all hydrants, standpipes and other fire protection equipment on the project property as required by the Fire Chief. (FD, *F-8*)
 40. Developer shall install security devices and measures, including walkway and vehicle control gates, entrance telephones, intercoms and similar features, subject to approval of the Police Chief and the Fire Chief. Vehicle control gates shall be operable by City approved radio equipment. (FD/PD, *F-9*)
 41. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, *F-10*)
 42. The turning radius of all project property driveways and turnaround areas used for emergency access shall be a minimum of 48 feet outside diameter for a semi-trailer. (FD, *F-11*)
 43. Developer shall provide automatic fire sprinklers as required by the City Code and shall contact the Fire Chief to ascertain the location of all connections. (FD, *F-12*)
 44. Developer shall install in each structure in the project a detection/alarm system with a central station monitor that will automatically notify the Fire Department in the event of a fire in the structure. The alarm system shall include a UL or State Fire Marshal approved device, which shall not exceed design specifications, that reports the location of the fire and allows the central station monitor to inform the Fire Department of the point of entry into the structure that is nearest the fire. (FD, *F-13*)
 45. Developer shall install in each structure in the project where automatic fire sprinklers are installed a system that automatically opens the skylights in areas affected by fire before the fire sprinklers are activated. (FD, *F-14*)
 46. All signalized intersections shall be equipped with pre-emption equipment. (FD/TR, *F-15*)

47. Developer shall comply with Certified Unified Program Agency (CUPA) requirements regarding the storage, handling and generation of hazardous materials or waste. Prior to the issuance of building permits, Developer shall contact the CUPA division of the Fire Department to ensure that such requirements are followed. (FD, *F-16*)

FIRE DEPARTMENT SPECIAL CONDITIONS

48. Before the city issues a certificate of occupancy, the developer shall install a Knox key vault at a location to be determined by the Fire Department.
49. Developer shall ensure Fire Department access through accessible-gates, either by Knox lock devices or other Fire Department approved means.
50. Emergency access areas shall be marked and maintained in accordance to the requirements of the Fire Department.
51. Provide fire sprinkler coverage for trash enclosures.
52. Provide a NFPA 13 fire sprinkler system for the carwash structure under separate submittal and permit.
53. Provide and maintain a 3 foot clearance around all fire protection features on the property. Landscaping such as trees or bushes shall not screen Fire Service Features from view or block access.
54. A minimum 24'-0" clearance between vacuum shade structure canopies shall be maintained over the site drive path to the sky above.

POLICE DEPARTMENT

55. A condition of approval requires compliance with the Outdoor Lighting Code & Guideline
- a) Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings.
 - b) Unless approved as a specific exception to this guideline, all outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the exceptions:
 - 1) Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up.
 - 2) Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to one 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque to keep light from shining directly up.

- c) Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected.
- 56. Exterior lighting of the site including parking areas shall be between 1 and 7 foot candles and shall be in harmony with existing adjacent lighting scheme.
 - 57. Lighting instruments shall be metal halide, LED or similar in nature and spectrum (3,000K to 20,000K Correlated Color Temperature).
 - 58. Lighting instruments shall be full cut-off and installed so that light does not directly illuminate property outside the project site. Instruments shall not create glare for motorists or pedestrians.
 - 59. Landscape elements shall be arranged to provide clear lines of sight and eliminate potential places of concealment.
 - 60. Integrated landscape/lighting/photometric plan shall be submitted illustrating a 20-year tree maturity. This is to ensure that tree growth will not adversely impact future lighting and therefore site safety as the project matures. This plan shall be submitted and approved prior to issuance of building permits.
 - 61. Security cameras shall comply with these 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 a period of at least 30 days.
 - f. Signage shall be posted in the noted locations which states in 2" letters: "These premises are monitored by a security camera system".
 - i. Near the office door
 - ii. Adjacent to the vending machine area
 - iii. West wall of the cashier station (visible to approaching customers)
 - 62. Should an alarm system be installed, it shall be compliant with Oxnard City Code 11-95

through 11-100. Motion detection burglary or intrusion alarm systems shall utilize "Dual Technology" sensors capable of differentiating between human movement and non-human movement.

63. The vending machine area shall be protected by a roll-up barrier which shall be locked and secured during the hours the business is closed.
64. A cut sheet for lighting instruments will be submitted and approved prior to the issuance of building permits.

PLANNING DIVISION STANDARD CONDITIONS

65. Plans submitted by Developer with building permit applications shall show on the building elevation sheets all exterior building materials and colors, including product and finish manufacturer name, color name and number, and surface finish type (such as: stucco with sand finish, plaster with smooth finish) to be used in construction. (PL/B, PL-1)
66. Any application for a minor modification to the project shall be accompanied by four copies of plans reflecting the requested modification, together with applicable processing fees. (PL, PL-2)
67. Before the City issues building permits, Developer shall include a reproduction of all conditions of this permit as adopted by resolution of the Planning Commission and/or the City Council in all sets of construction documents and specifications for the project. (PL, PL-3)
68. Before the City issues building permits, Developer shall provide to the Planning Division Manager color photographic reductions (8 1/2" by 11") of full-size colored elevations and any other colored exhibit approved by the Planning Commission. Developer may retain the full-size colored elevations after the reductions are so provided. (PL, PL-4)
69. Developer may not modify any use approved by this permit unless the Planning Division Manager determines that Developer has provided the parking required by the City Code for the modified use. (PL, PL-7)
70. During the plan check review process, the Developer shall provide a lighting plan that provides design details (light standards, bollards, wall mounted packs, etc.) and illumination site information within alleyways, pathways, streetscapes, and open spaces proposed throughout the development. An electrical engineer shall prepare the site lighting plan demonstrating that adequate lighting ranges will be provided throughout the development without creating light spillover, light pollution, or conflicts with surrounding factors such as tree locations, off-site or adjacent lighting. (PL)

71. Prior to issuance of building permits, Developer shall demonstrate that light standards illustrated on conceptual lighting plan do not conflict with tree locations. Developer shall submit a plan showing both the lighting and landscape on the same sheet.
72. Project on-site lighting shall be of a type and in a location that does not constitute a hazard to vehicular traffic, either on private property or on adjoining streets. To prevent damage from vehicles, standards in parking areas shall be mounted on reinforced concrete pedestals or otherwise protected. Developer shall recess or conceal under-canopy lighting elements so as not to be directly visible from a public street. Developer shall submit a lighting plan showing standard heights and light materials for design review and approval of the Planning Division Manager. (PL/B, PL-8)
73. In order to minimize light and glare on the project property, all parking lot and exterior structure light fixtures shall be high cut-off type that divert lighting downward onto the property and shall not cast light on any adjacent property or roadway. (PL, PL-9)
74. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, PL-13)
75. Developer agrees to participate in a water conservation program that includes refitting water fixtures existing on the project property with water conserving devices within residences or businesses in the City's water service area, if such a program is in effect when building permits are issued for this project. Among the requirements of such a program might be refitting existing toilets, faucets, shower heads, landscaping irrigation or other fixtures and items that consume water within the structure. (PL, PL-14)
76. Because of water limitations placed upon the City by its water providers, approval of this permit does not guarantee that the City will issue building permits. Issuance of building permits may be delayed as a result of implementation of a water conservation or allocation plan. (PL, PL-15)
77. Prior to issuance of building permits, Developer shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect. (PL/B, PL-16).
78. Developer shall participate in the City's Public Art Program by paying the Public Art fee prior to issuance of building permits, in accordance with City Council Resolution No. 14,124. (PL, PL-50)
79. Developer shall install all roof and building drainpipes and downspouts inside building elements. These items shall not be visible on any exterior building elevations. (PL, PL-42)
80. For any exterior utility meter panels, Developer shall paint such panels to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g. landscaping or other building elements) from public right-of-ways, to the maximum extent feasible. (PL, PL-43)

81. Prior to issuance of a certificate of occupancy, Developer shall remove all construction materials and vehicles from the subject property. (PL/B, *PL-47*)
82. Developer shall stripe loading zones placed partly or wholly within a structure for loading and unloading activities only and post to prohibit storage or other non-loading activity within the loading zone. (PL/B, *PL-49*)

PLANNING DIVISION SPECIAL CONDITIONS

83. All conditions of approval for PZ 13-550-02 shall be applicable to this project. Applicable mitigation measures associated with project shall also be imposed.
84. Developer shall install toilets that have automatic flush sensors in all public restrooms. Such toilets shall be included on the plans submitted for a building permit and shall be maintained and in working order at all times. (PL)
85. Developer shall install individual mirrors above each sink in a public restroom to the satisfaction of the Planning Division Manager. The details of such mirrors shall be approved prior to issuance of a building permit. Developer shall remove graffiti from the mirrors or replace the mirrors within 24 hours of graffiti appearance. (PL)
86. Developer shall remove any and all graffiti from the project premises, including but not limited to graffiti within the building, such as in restrooms or fitting rooms, within 24 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch. (PL)
87. Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan, subject to the approval the Planning Division Manager. Such plan shall include such elements as clear film on windows and/or mirrors, as well as washable paint and sealers on the building and perimeter walls. (PL)
88. Consistent with the applicant provided project description, Car Wash operations shall be restricted as follows: (PL)
 - b. Winter: 8AM to 7PM (Weekends 9AM to 7PM)
 - c. Summer: 8AM to 8PM (Weekends 9AM to 8PM)
89. Loading and unloading for car wash delivery items shall occur during non-peak hours (7:00 – 9:00 a.m. and 4:00 – 6:00 p.m. Monday - Friday) within the loading and unloading area on site. (PL).
90. When the car wash is non-operational (after hours), access into the car wash structure shall be secured with the approved roll up doors, to block access into the drive through wash area. (PL).

91. Operations shall be limited to three shifts with three employees during each shift for a total of 9 employees. Employees will act as cashiers, guide cars entering the tunnel, and assist customers with any needs such as operating vacuum systems, assisting with vending machine items and clean-up of the site. Management shall also be present on site during all hours of operation.
92. Car wash operator is restricted from playing music on the outside of the car wash facility (PL).
93. No signage shall be placed on the southerly elevation of the Water Drops facility (facing the residential neighborhood).

Air Quality

94. Developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment. (PL, MND-C1)
95. During smog season (May through October), Developer shall lengthen the construction period so as to minimize the number of vehicles and equipment operating at the same time. (PL, MND-C2)
96. At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust. (PL, MND-C3)
97. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities. (PL, MND-C4)
98. During construction, Developer shall control dust by the following activities:
 - a. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
 - b. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (PL, MND-C5)

99. During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less. (PL, MND-C6)
100. During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite. (PL, MND-C7)
101. Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways. (PL, MND-C8)
102. Developer shall mitigate air quality emissions associated with development of the subject site through a contribution to the City's Transportation Demand Management (TDM) program. Such fee shall be calculated at the time of building permit issuance in accordance with the Ventura County Air Quality Assessment Guidelines, as amended. Such fee shall be collected in full prior to building permit issuance. (PL, MND-C9)

Biological Resources

103. Developer shall prepare a mailing to all residential units within 300 feet of the south and east property lines giving the approximate start and stop dates, days per week, and daily hours of operation for each phase of grading, and include a toll-free phone number for residents to call if grading noise or vibrations become excessive, in the residents' opinion. A 4 X 8 foot sign shall also be posted near the corner of the project site with the same information. The wording of the mailing and signs shall be first approved by Planning Staff. Developer shall maintain a record of all complaint calls and provide the record and the Developer's response to Planning staff upon request. Should the number of legitimate complaints exceed five per day (or another number agreed to by Planning staff and the Developer), Planning staff shall have the option of: 1) suspending grading activities, and/or 2) require less intense grading activity (such as only one bulldozer instead of two), and/or 3) require that the Developer hire a third party complaint monitor, at the Developer's expense and with Planning staff approval, to liaison with those who have called in complaints and work out acceptable arrangements to complete grading on a reasonable schedule with a minimum of disruption to nearby residences. The Grading Liaison, if necessary, shall be knowledgeable of grading and with no financial relationship with the Developer or area residents. Decisions of the Grading Liaison shall be binding on both the Developer and area residents, and shall be considered a last resort option. (PL, MND-D2)

Cultural Resources

104. Developer shall contract with a qualified archaeologist to conduct a Phase I cultural resources survey of the project site prior to issuance of any grading permits. The survey shall include: (1) an archaeological and historical records search through the California Historical Resources Information System at Cal State Fullerton; and (2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to initiation of the Phase I activities.
105. The contract shall include provisions in case any cultural resources are discovered onsite. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or its successor in interest shall be responsible for paying all salaries, fees and the cost of any future mitigation resulting from the survey. (PL, MND-E1)
106. Developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing the activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permit signature. (PL, MND-E2)

Geology & Soils

107. Developer shall seed, and maintain with adequate irrigation and maintenance any undeveloped commercial unless Developer supplies a letter indicating Developer intends to progress to actual construction within 60 days from completion of final grading. Completion of final grading to be determined by the assigned City building inspector. Should either or both lots not progress to actual construction within 120 days of final grading, Developer shall sod one or both lots within 30 days. Irrigation and plant materials subject to approval by the Parks and Facilities Department. (PL, MND-F2)

Noise

108. No construction or delivery vehicles shall use Dunkirk Street east of the project site at any time. All deliveries and staging shall utilize Fifth Street access only. (PL, MND-K2)

Transportation/Traffic

109. Prior to issuance of building permits, the Developer shall pay applicable City and County cumulative impact traffic mitigation fees. (PL, MND-T2)

ENVIRONMENTAL RESOURCES DIVISION

110. To ensure that solid waste generated by the project is diverted from the landfill and reduced, reused or recycled, Developer shall complete and submit a "City of Oxnard C&D Environmental Resources Management & Recycling Plan" ("Plan") to the City for review and approval. The Plan shall provide that at least 50% of the waste generated on the project be diverted from the landfill. The Plan shall include the entire project area, even if tenants are pursuing or will pursue independent programs. The Plan shall be submitted to and approved by the Environmental Resources Division prior to issuance of a building permit. The Plan shall include the following information: material type to be recycled, reused, salvaged or disposed; estimated quantities to be processed; management method used; destination of material including the hauler name and facility location. Developer shall use the Plan form.
111. Developer shall follow the approved "City of Oxnard C&D Environmental Resources Management & Recycling Plan" and provide for the collection, recycling, and/or reuse of materials (i.e., concrete, wood, metal, cardboard, green waste, etc.) and document results during construction and/or demolition of the proposed project. After completion of demolition and/or construction, Developer shall complete and submit the "City of Oxnard C&D Environmental Resources Management & Recycling Report For Work Completed" ("Work Completed Report") and provide legible copies of weight tickets, receipts, or invoices for materials sent to disposal or reuse/recycling facilities. For other discarded or salvaged materials, Developer shall provide documentation, on the disposal facility's letterhead, identifying where the materials were taken, type of materials, and tons or cubic yards disposed, recycled or reused, and the project generating the discarded materials. Developer shall submit and obtain approval of the Work Completed Report prior to issuance of a certificate of occupancy.
112. Developer shall arrange for materials collection during construction, demolition, and occupancy with the City's Environmental Resources Division or Developer shall arrange for self-hauling. Regardless of hauling methods, all materials collected must be conveyed to the Del Norte Regional Recycling and Transfer Station.
113. Developer shall make provisions to divert at least 50% of the waste material generated during occupancy through source reduction, recycling, reuse, and green waste programs. Developer shall complete and submit a "City of Oxnard C&D Environmental Resources Management & Recycling Occupancy Plan" ("Occupancy Plan") to the City's Environmental Resources Division. An Occupancy Plan must be submitted and approved prior to issuance of a certificate of occupancy. An Occupancy Plan must be submitted and approved prior to issuance of a certificate of occupancy. A "City of Oxnard C&D Environmental Resources Management and Recycling Occupancy Report" shall be submitted to the Environmental Resources Division annually for approval on the anniversary date of the certificate of occupancy or at any such time that the facility's operational functions change significantly.
114. Developer shall dispose of sewage and solid waste from the project by City's wastewater and solid waste systems in a manner approved by the City Engineer.

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

115. Developer shall pay plan check and processing fees in effect at the time of construction plan submittal and shall pay development fees, encroachment permit fees, and other applicable fees in effect at permit issuance. (DS-1)
116. Developer's Engineer shall design parking lot structural sections based on an analysis of the soils R-value and a traffic index (T.I.) approved by the City Engineer. The minimum structural section for parking lots is two inches of asphalt on four inches of base material. Developer shall indicate the proposed structural section and design T.I. on the site improvement plans. (DS-2)
117. Developer shall have the site improvement plans prepared using standard Development Services Division format(s) by a civil engineer licensed in the State of California. The plans shall incorporate recommendations from soil engineering and geology reports. Prior to issuance of a grading permit, improvement plans must be approved by the City Engineer and ink-on-mylar plans filed with the Development Services Division. (DS-3)
118. Developer shall submit improvement plans and drainage calculations demonstrating that storm drain runoff from the project property and all upstream areas will be safely conveyed to an approved drainage facility. The design and conveyance route shall be compatible with the City's Master Plan of Drainage and shall be approved by the City Engineer prior to approval of improvement plans. (DS-4)
119. Developer shall protect building pads from inundation during a 1% chance (100-year) storm. (DS-5)
120. Developer shall replace all broken, uplifted, or missing curb, gutter, or sidewalk along the street frontage(s) of the project. (DS-6)
121. Before connecting the project to existing sewer and water service laterals, Developer shall inspect (pothole or video) existing lateral(s) and arrange for City staff to view inspection results. Developer shall make repairs to such facilities as determined necessary by City staff. Developer shall bring all existing water services into compliance with current City standards including removal of unused water or sewer laterals by disconnection at the main. (DS-7)
122. Developer's site improvement plans shall include an on-site sewer plan. (DS-10)
123. Developer shall provide fire hydrants such that all points of all structures are within one hundred fifty (150) feet of a fire hydrant, or as otherwise approved by the Fire Department. Fire hydrant line improvements shall be designed in accordance with City standards and shown on the civil site improvement plans prior to issuance of a site improvement/grading

- permit. Developer shall provide the City with an easement over onsite waterlines using standard City format. (DS-11)
124. Developer shall install on-site and off-site electric, cable, telephone and similar utility service laterals underground in accordance with City ordinances in effect at the time City issues a building permit. Services shall be installed underground to the nearest suitable riser pole as determined by the appropriate utility service provider. (DS-12)
 125. Developer shall enter into an agreement, approved as to form by the City Attorney, to install and construct all public improvements required by this permit and by the City Code. Developer shall post security satisfactory to the Finance Director, guaranteeing the installation and construction of all required improvements within the time period specified in the agreement or any approved time extension. (DS-14)
 126. A California licensed civil engineer shall prepare the public improvement plans and documents for this project in accordance with City standards and shall submit all such plans to the City Engineer. Submittal shall include, but not necessarily be limited to, grading, street, drainage, sewer, water and other appurtenant improvement plans, construction cost estimates, soils reports, and all pertinent engineering design calculations. City will not approve a parcel map or final map nor issue a grading, site improvement or building permit until the City Engineer has approved all improvement plans. (DS-15)
 127. Prior to issuance of a site improvement permit, Developer shall provide to the Development Services Division a compact Disc (CD) containing digital copies of all project maps, address map, and/or civil improvements drawings in DWG format. Prior to improvement bond release, Developer shall provide an updated CD containing all changes that occur during construction. (DS-16)
 128. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours of its appearance. If Developer fails to remove graffiti in accordance with this condition, the City may at the discretion of the Development Services Manager issue a stop work order until such time as the graffiti is removed. (DS-20)
 129. The conditions of this resolution shall prevail over all omissions, conflicting notations, specifications, dimensions, typical sections, and the like, that may or may not be shown on the improvement plans. (DS-21)
 130. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)
 131. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)

132. Prior to beginning construction, Developer shall designate in writing an authorized agent who shall have complete authority to represent and to act for Developer. The authorized agent shall be present at the work site whenever work is in progress. Developer or the authorized agent shall make arrangements acceptable to City for any emergency work. When City gives orders to the authorized agent to do work required for the convenience and safety of the general public because of inclement weather or any other cause, and the orders are not immediately acted upon by the authorized agent, City may do or have such work done by others at Developer's expense. (DS-24)
133. "Standard Specifications for Public Works Construction" latest edition (including modifications thereto by City) and applicable City Standard Plates and Design Criteria shall be the project specifications, except as noted otherwise on the approved improvement plans. City reserves the right to upgrade, add to, or revise these specifications and plans and all other City ordinances, policies, and standards. If the improvements required of this project are not completed within 12 months from the date of City's approval of the improvement plans, Developer shall comply with and conform to any and all upgraded, additional or revised specifications, plans, ordinances, policies and standards. (DS-27)
134. Developer shall retain a California licensed Civil Engineer to ensure that the construction work conforms to the approved improvement plans and specifications and to provide certified "as-built" plans after project completion. Developer's submittal of certified "as-built" plans is a condition of City's final acceptance of the project and release of any associated security. (DS-29)
135. All grading shall conform to City's standard grading notes, City Code, and recommendations of Developer's soils engineer as approved by the City Engineer. (DS-30)
136. Developer shall construct sufficient drainage facilities concurrent with rough grading operations to mitigate any potential flooding or erosion affecting adjacent properties and public rights-of-way. (DS-31)
137. Developer shall design all slopes steeper than 5 (horizontal) to 1 (vertical) with a minimum 18 inch wide level area (at both top and bottom of slope) where it adjoins a wall, fence, sidewalk, trail, curb or similar improvement. (DS-32)
138. Prior to issuance of a site improvement permit, Developer shall provide to the City Engineer easements or written consent (as determined appropriate by the Development Services Director) from all affected landowners for any diversion of historical flows or change in drainage conditions caused by the project. (DS-36)
139. Developer shall dispose of sewage and solid waste from the project by City's wastewater and solid waste systems in a manner approved by the City Engineer. (DS-38)

140. Developer shall install water mains, fire hydrants and water services in conformance with City standard plates, design criteria and specifications as directed by the City Engineer. (DS-41)
141. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)
142. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed. (DS-54)
143. Developer shall submit a landscape irrigation plan prepared by a licensed professional, showing proper water meter size, backflow prevention devices, and cross-connection control. (DS-59)
144. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)
145. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer. (TR-73)

STORMWATER QUALITY CONDITIONS

146. Developer shall construct double-bin trash enclosures (one bin for recycle use) with a solid non-combustible roof (8-foot minimum clearance) that prevents stormwater from entering the refuse bins. Developer shall construct all other components of the trash enclosure in accordance with the approved City Standard Plan on file with the Development Services Division. Developer shall finish the trash enclosure to match the major design elements of the main structure subject to approval by the Planning Division. The location and configuration of the enclosure shall be approved by the Environmental Resources Division. All site refuse bins shall be stored in an approved enclosure. No objects other than refuse bins may be stored in the enclosure without the written permission of the Environmental Resources Division. (DS-79)
147. Developer's stormwater quality control measures maintenance and operations plan shall include: 1) Requirement to clean on-site storm drains at least twice a year; once immediately before the first of October (the beginning of the rainy season) and once in January. The City Engineer may require additional cleaning; 2) Requirement to maintain parking lots free of litter and debris. Developer shall sweep sidewalks, drive aisles, and parking lots regularly to prevent the accumulation of litter and debris. When swept or cleaned, debris must be trapped and collected to prevent entry into the storm drain system. Developer may not discharge any cleaning agent into the storm drain system; 3) Requirement to label all on-site storm drain inlets with the message "Don't Dump - Drains to Ocean" in accordance with City standards. (DS-83)

148. Prior to issuance of a grading, building or demolition permit and prior to commencement of any clearing, grading or excavation, Developer shall provide evidence of assignment of a permit identification number by the California State Water Resources Control Board indicating submittal of a Notice of Intent (NOI) by the Developer in accordance with the NPDES Construction General Permit. Developer shall comply with all requirements of the General Permit and the Ventura Countywide MS4 Permit, including preparation of a Stormwater Pollution Prevention Plan (SWPPP). Developer shall keep the SWPPP updated to reflect current site conditions and a copy of the SWPPP shall be kept onsite and available for City or designated representative to review upon request. (DS-86)

DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS

149. This development is a phase of a larger project that was deemed complete prior to the effective date of the 2010 MS4 permit and therefore meets the exemption criteria allowing the project to provide stormwater quality treatment in accordance with the requirements of the July 2000 Municipal Separate Storm Sewer System (MS4) and associated 2002 Technical Guidance Manual ("TGM"). Site improvements shall be designed to intercept and effectively prevent pollutants from discharging to the public storm drain system or other offsite conveyance systems. The stormwater quality system design shall be approved by the City Engineer prior to the issuance of an infrastructure improvement permit. (DS)
150. The Master Developer shall hire an appropriately trained specialist to inspect the existing downstream stormwater quality BMPs installed within the project that are intended to provide stormwater treatment mitigation for this project. The specialist shall provide a written evaluation of the status of ongoing maintenance and provide recommendations to bring the device(s) into peak operating condition. The report shall be submitted to the Development Services Manager for review and approval. Developer shall be responsible for implementing the recommendations approved by the Development Services Manager. (DS)
151. Developer shall provide proof that the owner of this property is subject to a stormwater quality control measures maintenance and operations plan ("the Plan") that obligates the property owner to provide long-term maintenance and operation of the stormwater best management practices serving the site. Developer shall provide evidence that the Plan runs with the land and obligates all future owners to provide ongoing maintenance. (DS)
152. Prior to issuance of a certificate of occupancy for this project, improvements of Planning and Zoning Permit 13-550-01 shall be constructed and operational as determined by both the Development Services Manager and the Planning and Environmental Services Manager. (DS)
153. Developer shall design the project drainage to be compatible with the underlying drainage report and associated infrastructure for Planning and Zoning Permit 13-550-01. (DS)

154. Prior to issuance of a grading/site improvement plan, Developer shall provide proof of recordation of a lot merger (or other appropriate document) that creates the proposed project lot configuration. (DS)
155. Developer shall retrofit the existing Fifth Street/South Hampton Drive intersection with LED lighting. LED lighting shall conform to City of Oxnard specifications as approved by the City Traffic Engineer. (TR)
156. Developer has agreed to remove the street light at the end of the raised median near the westbound left turn pocket on Fifth Street at Southampton place. This streetlight is redundant due to the lighting provided when the traffic signal was constructed. (TR)
157. Developer shall install a STOP sign and limit line at the northeast corner of Southampton Place and the main drive aisle serving the project. (TR)

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard on this 18th day of January 2018.



Deirdre Frank, 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 18th day of January 2018, and carried by the following vote:

AYES: Commissioner(s): Frank, Stewart, Sanchez, Fuhring, Chua

NOES: Commissioner(s): Huber, Dozier

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):



Kathleen Mallory, AICP, Secretary

PLEASE PROVIDE AN ORIGINAL AND 2 COPIES

Received
Oxnard City Clerk**NOTICE OF APPEAL**

(from member of the public)

SPECIAL USE PERMIT**TO: Oxnard City Clerk**

I, Julie M. Kalbacher, am aggrieved or directly affected by and appeal
(name of person filing appeal)

the January 18, 2018 decision of the City of Oxnard Planning Commission
(date of Planning Commission meeting)

regarding Planning and Zoning Permit No. 17-500-04, more particularly described as
follows:

Special Use Permit for Waterdrops car wash to build 5,648 sq. ft. car wash at Rancho Victoria Plaza

The grounds for appeal are:

See attached page

I request the following relief:

Deny the Special Use Permit and not allow the building of a car wash at Rancho Victoria Plaza.

Julie M Kalbacher
(signature)

Date: January 27, 2018

Julie M Kalbacher

3762 Jolly Roger Way

(address)

93035
213 - 280 - 9938 - cell

PLEASE BE ADVISED THAT PURSUANT TO SECTION 16-545 OF THE OXNARD CITY CODE A PERSON MAY FILE AN APPEAL FROM OR REQUEST REVIEW OF A DECISION OF THE PLANNING COMMISSION NOT LATER THAN 18 DAYS AFTER THE DATE OF DECISION. AN APPEAL MAY BE COMMENCED BY ANY PERSON OR ENTITY AGGRIEVED OR DIRECTLY AFFECTED BY A DECISION OF THE COMMISSION BY FILING WITH THE CITY CLERK AN ORIGINAL AND TWO COPIES OF A NOTICE OF APPEAL THAT SPECIFIES THE GROUNDS FOR APPEAL AND THE RELIEF SOUGHT.

cc: City Attorney
Project Planner
Development Services Director
Applicant

1218-000-11

RCVD 1/29/18

Juan Martinez

The grounds of appeal are:

1. Incompatible land use:

- Orbela homes were built in area zoned C2PD, we are the only homes in that type of designation in the city, allowing a car wash is not smart land use and causes undue harm to the homeowners that bought homes after being told the space would be office/retail.
- City Profile states that as “Oxnard evolves, the City will continue to strive to maintain a balance between its residents’ needs and being a “business friendly” community.” A car wash 30 yards from homes is not the balance mentioned in the City Profile.
- Rancho Victoria Plaza was approved in 1993, in 1999 the retail along Victoria, the two fast food restaurants and the gas station were all built. In 2005, the plans changed, and 105 townhomes were built in the buffer zone that existed between the Plaza and the homes on Monte Carlo and Nantucket Parkway. The map drawn in 2014, Orbela homes get little to no buffer between our homes and the Plaza, making land use decisions very important to homeowners’ quality of life.
- The car wash will bring additional traffic to Southhampton, more than it can hold, creating a choke point.

2. Oxnard 2030 General Plan

The Planning Commission used the land use map on page 3.3 of the General Plan as their deciding factor. The Chair even told residents that the “time had passed to argue development” like the car wash, “residents should have showed up when the general plan was being decided.”

Orbela residents feel that the Commission’s reliance on the map alone, missed many other goals included in the General Plan and failed the residents by not applying those goals. Here are a few of the goals that we feel were not applied correctly:

- **Plan Chapter 2 = Sustainable community Element**
 - 14 car washes 7 miles from Rancho Victoria Plaza isn’t a good example of sustainable living—encourages more water use by more frequent car washes, not a waterwise lifestyle. Water conservation needs to be a way of life in Southern California, this amount of car wash saturation isn’t sustainable environmentally or economically.
 - **SC 3.12 Encourage Natural Ventilation**—Car washes have a unique set of sounds: dryer, vacuum, horns at entrance, more car radios at entrance and at the vacuum area to name a few. These noises are different than current traffic hum, these noises will cause Orbela homeowners, which are about 1.5 miles from the beach, to close their windows

and sliding doors and rely on mechanical air to cool their homes. Homeowners that work nights will be unable to open windows to cool off homes.

- **Plan Chapter 3 = Community Development**—The City Profile, says the City will “continue to strive to maintain a balance between its residents’ needs and being a “business friendly” community.” Allowing an industrial sized car wash 30 yards from homes tips the balance toward one business and away from 105 homeowners.

- **CD-3 Neighborhood Preservation**

- ***“Protect existing residential neighborhoods from the encroachment of incompatible activities and land uses as determined by the Planning Commission”***

- An industrial sized car wash is an incompatible activity 30 yards from homes and a playground.
- Commissioner Huber “I was on the Commission in 2014 and I voted for this project, 11 buildings retail and commercial, I will be the first to admit that a car wash is commercial, but I didn’t expect to have a car wash when I voted for it...Southhampton is the major thoroughfare into the neighborhood...I know the streets, I know the professionals that live there, we are going to double the traffic going down Southhampton...it’s a nice project, wrong area.”

- **CD-4 Compatible Commercial Development**

- **Goal CD-4.2 Commercial Revitalization and Redevelopment**

- ***Encourage upgrading, beautification, revitalization, and appropriate reuse of existing commercial areas and shopping centers and, especially within redevelopment project areas, continue to develop and implement programs that link commercial areas with their adjoining neighborhoods and increase overall jobs, sales and property valuation.***

- The Car Wash could lower the home values of the 105 homes behind it.
- The Car Wash will only employ 9 people, the three buildings it is replacing would have with little doubt employed more people and with possibly higher wages.
- Orbela residents have created a petition with over 200 neighborhood signatures against the car wash placement.
- Vote of Seaview Estates Neighborhood Council on December 15, 2017 was unanimous against a car wash in Rancho Victoria Plaza.

- **CD-10 Sense of Place**

- **CD-10.1 Human Scale Development**

- ***“Emphasize pedestrian experience over movement of vehicles.”***

- Orbela neighborhood was developed with cobblestone crosswalks to enter Rancho Victoria Plaza in three locations; a car wash will deter pedestrian use in two of the three areas, only leaving the entrance to the west or older area as walkable.
 - The block wall dividing Orbela from the Plaza has cut outs for pedestrian access, to retail/office development, not for development that, has at its heart, the movement of vehicles.

- **10.2 Neighborhood Themes**

- ***“...having strong pedestrian orientation and de-emphasis of automobile related elements in new development projects”***

- A car wash is a violation of this goal. This car wash will be the first building in the undeveloped portion of the Plaza, it would create a Plaza with an automobile emphasis as it would attract like businesses.
 - The car wash would deter residents from feeling safe to walk into the Plaza due to lack of strong pedestrian orientation.
 - One of the main sidewalk entrances to Orbela would now cross the entrance into a car wash, making it an unsafe sidewalk for residents. It will be unsafe for pedestrians, cyclists and joggers.
 - The noise from the car wash alone will deter usage of 5th Street for pedestrians, runners and cyclists.

PREPARED 1/29/18, 11:28:13
Planning Division

PAYMENTS DUE INVOICE
PROGRAM PZ821L

PROJECT NUMBER: 18-00000011 PC APPEAL/WATERDROPS/RANCHO VICTORIA

FEE DESCRIPTION	AMOUNT DUE
5% PERMIT SURCHARGE FEE	33.57
APPEAL-ALL OTHERS	671.34
TOTAL DUE	704.91

Please present this invoice to the cashier with full payment.



Received
Oxnard City Clerk
2018 JAN 29 AM 11:43

COMMERCIAL

COMMERCIAL

W. FIFTH STREET

SOUTHWEST PLAZA

VACANT LOT

W. FIFTH STREET

W. FIFTH STREET

W. FIFTH STREET

PARKING TABULATION

BUILDING TOTAL AREAS = 53,950 S.F.

PARKING REQUIRED

1 SPACES / 250 S.F. = 216 SPACES

53,950 S.F. / 250 S.F. = 216 SPACES

PARKING PROVIDED

STANDARD = 208 SPACES

ACCESSIBLE = 12 SPACES

MOTORCYCLE = 2 SPACES

ELECTRIC VEHICLE = 232 SPACES

TOTAL = 454 SPACES



MASTER SITE PLAN - DAC APPROVED

SCALE 1" = 40'-0"

WATERDROPS CAR WASH

WEST FIFTH STREET, OXNARD, CALIFORNIA 93030

AUGUST 16, 2017

RASMUSSEN & ASSOCIATES

Architecture
Planning
Interiors

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VOICE (805) 848-1234
FAX (805) 848-1235
CONTACT: SCOTT BERGELIN

A1

K.1.1.d

COMMERCIAL

COMMERCIAL

W. FIFTH STREET

VACANT LOT

SOUTHWAMPTON PLACE

W. STREET

W. STREET

W. STREET

W. STREET

W. STREET

W. STREET

PARKING TABULATION

BUILDING TOTAL AREAS	= 37,190 S.F.
LOTS 1-2, 6-11	
PARKING REQUIRED	
1 SPACES / 250 S.F.	
37,190 S.F. / 250 S.F.	= 148 SPACES
PARKING PROVIDED (NOT INCLUDING LOT 3)	
STANDARD	= 164 SPACES
HOV 3+ VEHICLES	= 10 SPACES
MOTORCYCLE	= 7 SPACES
ELECTRICAL VEHICLE	= 1 SPACES
TOTAL	= 181 SPACES



MASTER SITE PLAN - PROPOSED
SCALE 1" = 40'-0"

WATERDROPS CAR WASH
WEST FIFTH STREET, OXNARD, CALIFORNIA 93030

AUGUST 16, 2017

RASMUSSEN & ASSOCIATES

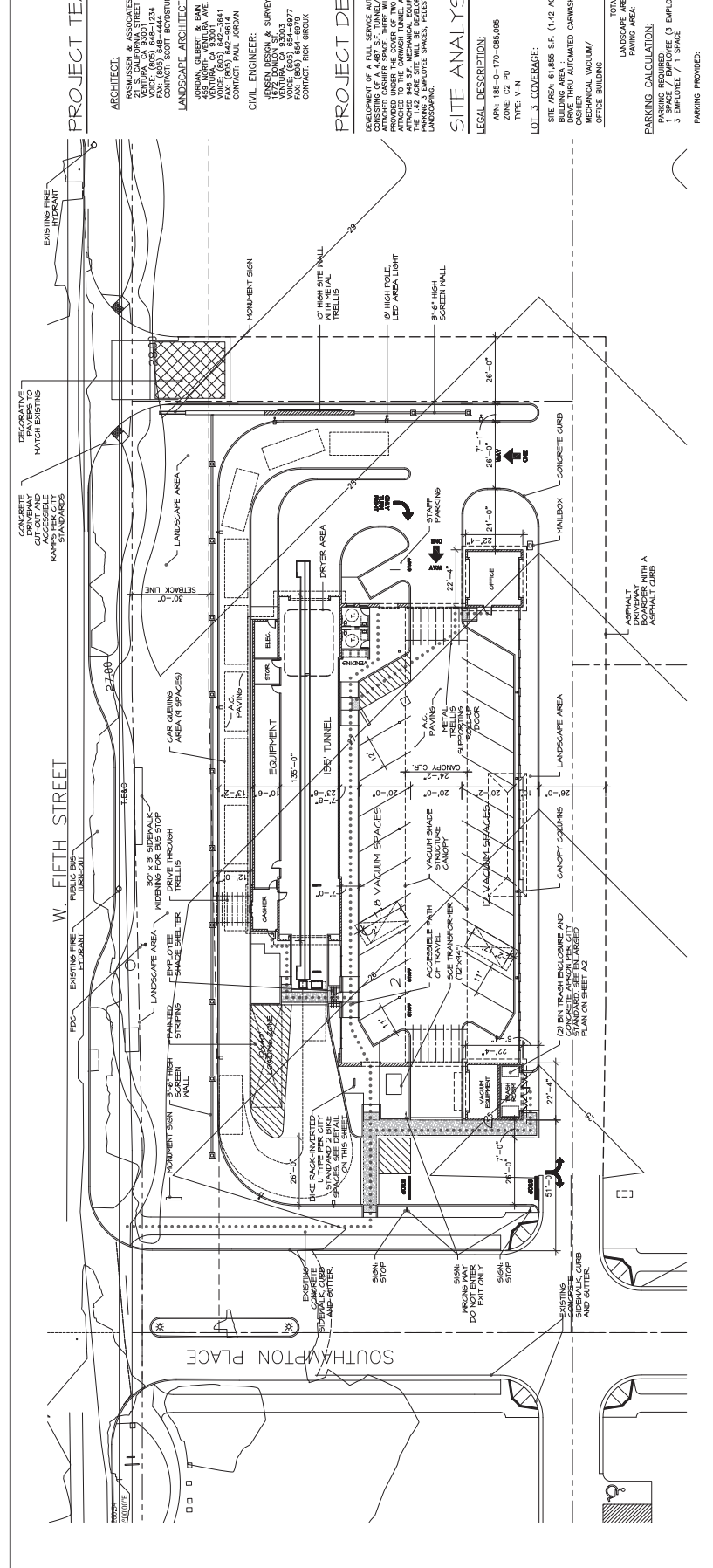
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A2

K.1.1.d





PARTIAL SITE PLAN (PHASE I)
SCALE: 1" = 20'-0"

PROJECT TEAM

ARCHITECT:
RASMUSSEN & ASSOCIATES
2315 CALIFORNIA STREET
VENTURA, CA 93001
PHONE: (805) 848-1234
FAX: (805) 848-4444
CONTACT: SCOTT BODGETT

LANDSCAPE ARCHITECT:
4550 NORTH VENTURA BLVD
VENTURA, CA 93001
PHONE: (805) 848-1234
FAX: (805) 848-4444
CONTACT: PAUL JORDAN

CIVIL ENGINEER:
JENSEN ENGINEERING & SURVEY, INC.
VENTURA, CA 93001
PHONE: (805) 848-1234
FAX: (805) 848-4444
CONTACT: NICK GORDON

PROJECT DESCRIPTION

DEVELOPMENT OF A FULL SERVICE AUTOMATIC TYPE CAR WASH WITH 24 HOURLY OPERATION. THE CAR WASH WILL BE 20' WIDE AND 120' LONG. THE CAR WASH WILL BE ATTACHED TO A 20' WIDE CASHER SPACE. THERE WILL BE 20' WIDE CASHER STATIONS. THE CAR WASH WILL BE ATTACHED TO A 20' WIDE CASHER SPACE. THERE WILL BE 20' WIDE CASHER STATIONS. THE CAR WASH WILL BE ATTACHED TO A 20' WIDE CASHER SPACE. THERE WILL BE 20' WIDE CASHER STATIONS.

SITE ANALYSIS

LEGAL DESCRIPTION:
APN: 185-0-170-085.095
ZONE: C2 PD
TYPE: V-N

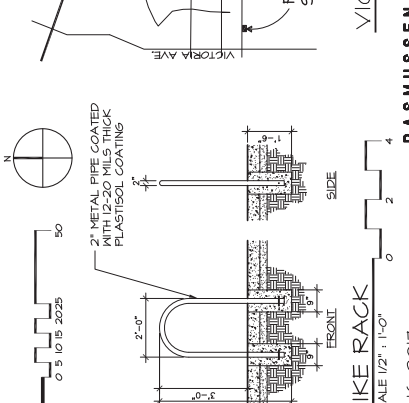
LOT 3 COVERAGE:
SITE AREA: 61,855 S.F. (1.42 ACRES)
BUILDING AREA: 4,487 S.F.
CASHER AREA: 215 S.F.
MECHANICAL/VACUUM/ OFFICE BUILDING: 948 S.F.

PARKING CALCULATION:
TOTAL: 5,628 S.F. = 128 SPACES
LANDSCAPE AREA: 17,375 S.F. = 28.09%
PAVING AREA: 38,832 S.F. = 62.98%

PARKING REQUIRED:
3 EMPLOYEES / 1 SPACE
3 EMPLOYEES / 1 SPACE
PARKING PROVIDED: 128 SPACES



VICINITY MAP
SCALE: 1/2" = 100'
N.T.S.



BIKE RACK
SCALE: 1/2" = 1'-0"

WATERDROPS CAR WASH WEST FIFTH STREET, OXNARD, CALIFORNIA 93030

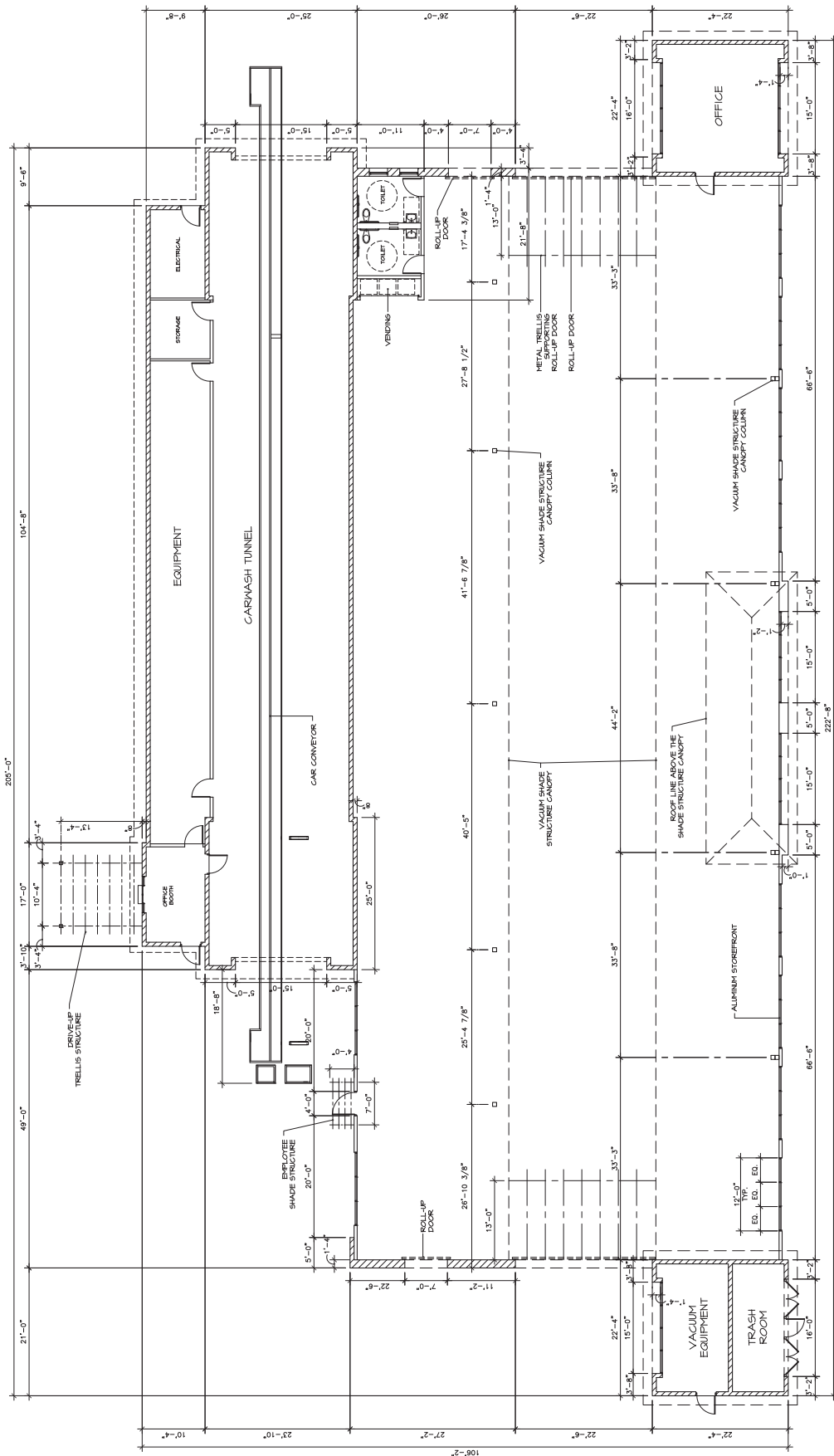
RASMUSSEN & ASSOCIATES
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AUGUST 16, 2017

A4

K.1.d

Packet Pg. 118



FLOOR PLAN - CARWASH TUNNEL
SCALE 1/8" = 1'-0"

WALL LEGEND

	8" CONCRETE BLOCK WALL
	2x STUD WALL w/ D.G.

WATERDROPS CAR WASH
WEST FIFTH STREET, OXNARD, CALIFORNIA 93030

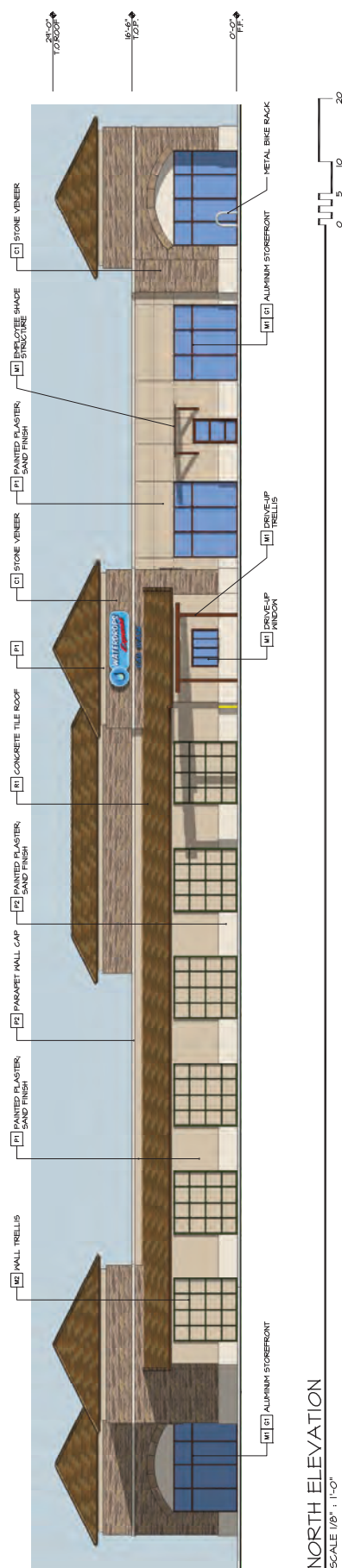
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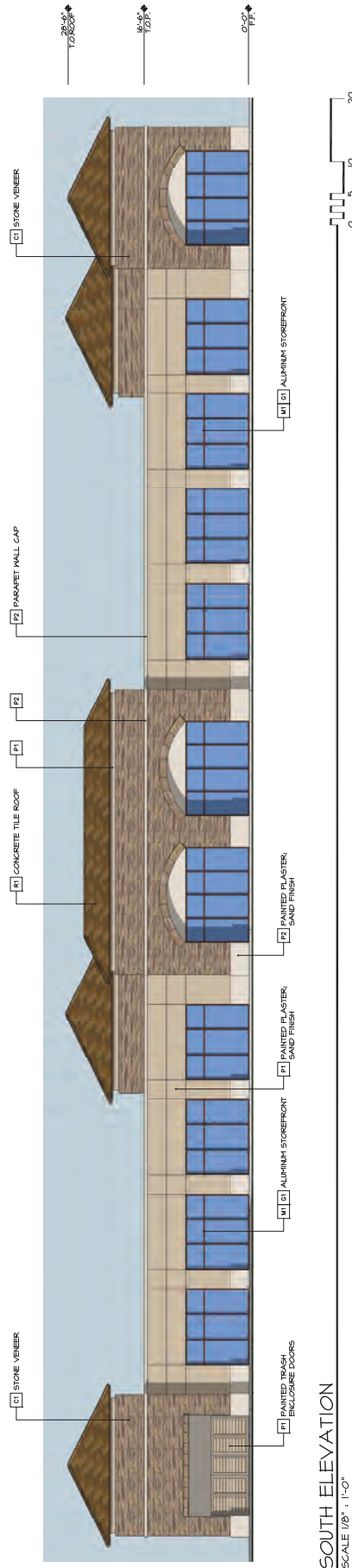
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A5





NORTH ELEVATION
SCALE 1/8" = 1'-0"



SOUTH ELEVATION
SCALE 1/8" = 1'-0"

□ COLOR / MATERIAL LEGEND

- [illegible]

AUGUST 16, 2017

WATERDROPS CAR WASH
WEST FIFTH STREET, OXNARD, CALIFORNIA 93030

RASMUSSEN & ASSOCIATES

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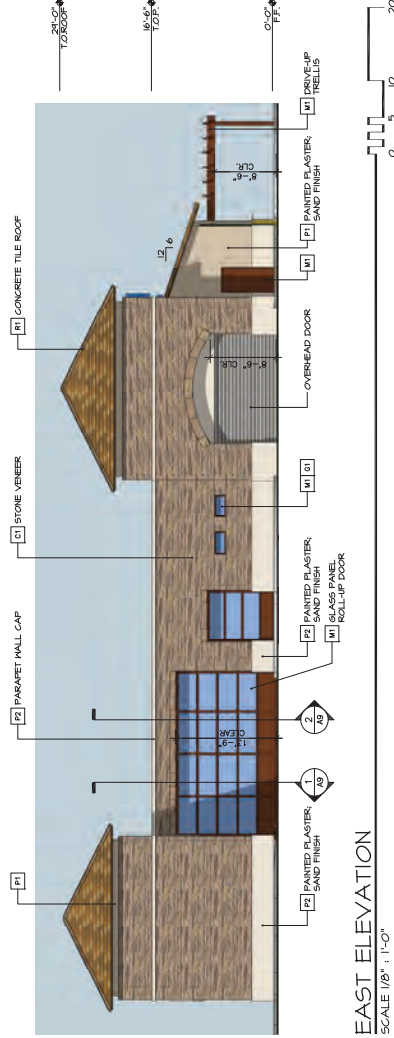
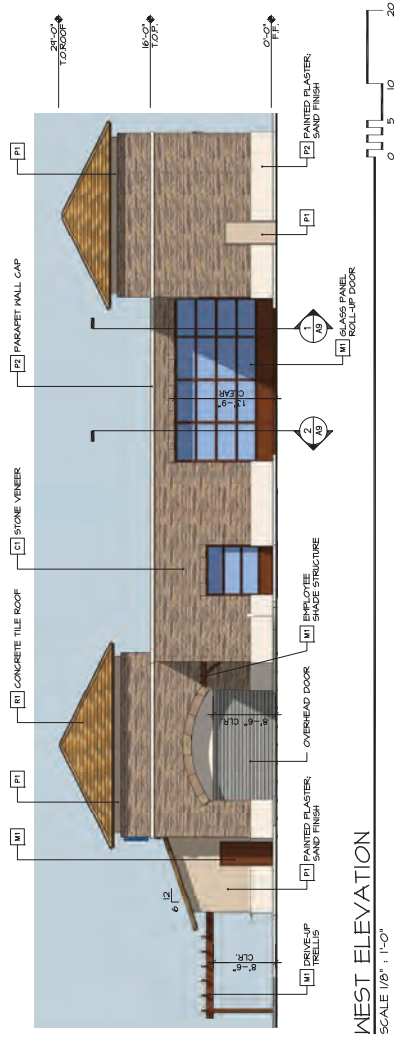
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CONTACT: SCOTT BONGELUN

A8

K.1.d



- COLOR / MATERIAL LEGEND
- [W1] EXTERIOR PLASTER MALL FIELD, METAL DOOR, METAL FASCIA
 - [W2] EXTERIOR PLASTER MALL FIELD, METAL DOOR, METAL FASCIA
 - [W3] EXTERIOR PLASTER MALL FIELD, METAL DOOR, METAL FASCIA
 - [W4] EXTERIOR PLASTER MALL FIELD, METAL DOOR, METAL FASCIA
 - [W5] EXTERIOR PLASTER MALL FIELD, METAL DOOR, METAL FASCIA
 - [W6] EXTERIOR PLASTER MALL FIELD, METAL DOOR, METAL FASCIA
 - [W7] EXTERIOR PLASTER MALL FIELD, METAL DOOR, METAL FASCIA
 - [W8] EXTERIOR PLASTER MALL FIELD, METAL DOOR, METAL FASCIA
 - [W9] EXTERIOR PLASTER MALL FIELD, METAL DOOR, METAL FASCIA
 - [W10] EXTERIOR PLASTER MALL FIELD, METAL DOOR, METAL FASCIA
 - [W11] EXTERIOR PLASTER MALL FIELD, METAL DOOR, METAL FASCIA
 - [W12] EXTERIOR PLASTER MALL FIELD, METAL DOOR, METAL FASCIA



ENTRY VIEW I



WATERDROPS CAR WASH
WEST FIFTH STREET, OXNARD, CALIFORNIA 93030

AUGUST 16, 2017

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A10



ENTRY VIEW 2



WATERDROPS CAR WASH
WEST FIFTH STREET, OXNARD, CALIFORNIA 93030

AUGUST 16, 2017

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*Architecture
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Interiors*

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A11

K.1.d



CAR WASH ENTRY



WATERDROPS CAR WASH
WEST FIFTH STREET, OXNARD, CALIFORNIA 93030

AUGUST 16, 2017

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SOUTHWEST CORNER



WATERDROPS CAR WASH
WEST FIFTH STREET, OXNARD, CALIFORNIA 93030

AUGUST 16, 2017

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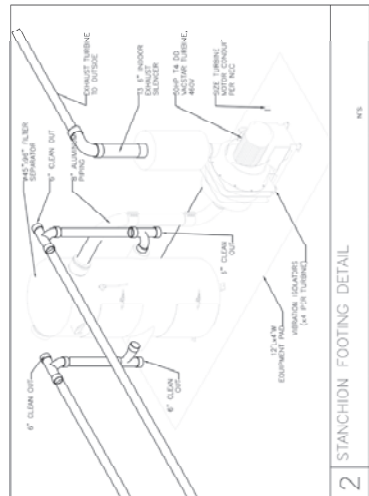
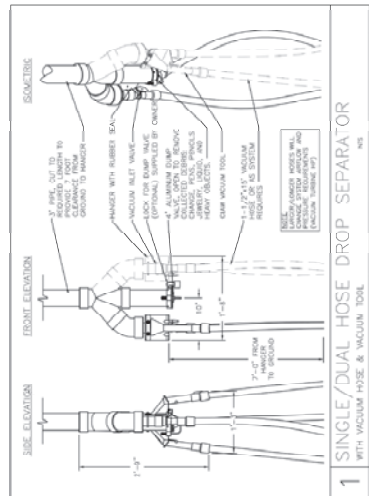
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CONTACT@R&A.COM

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ISOMETRIC

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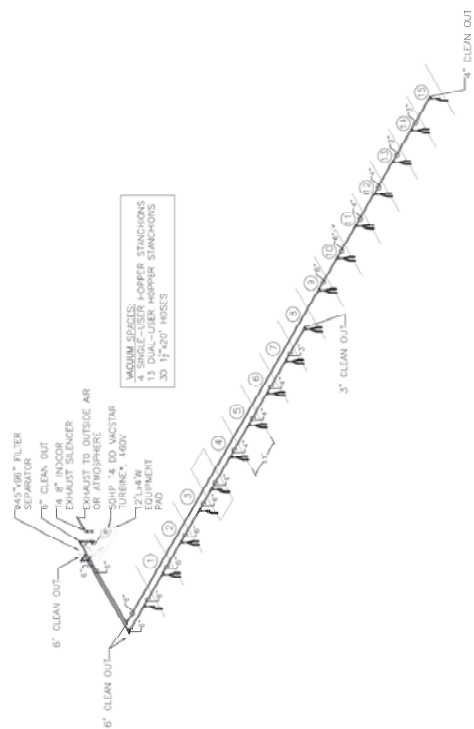
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VACUUM ISOMETRIC AND DETAILS



PHOTO "1"



PHOTO "2"



PHOTO "3"



PHOTO "4"



PHOTO "5"



PHOTO "6"



PHOTO "7"



PHOTO "8"



PHOTO "9"



PHOTO "10"

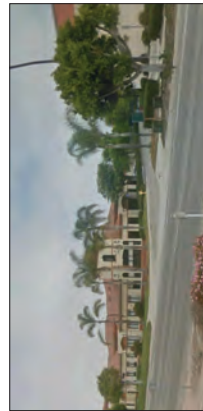
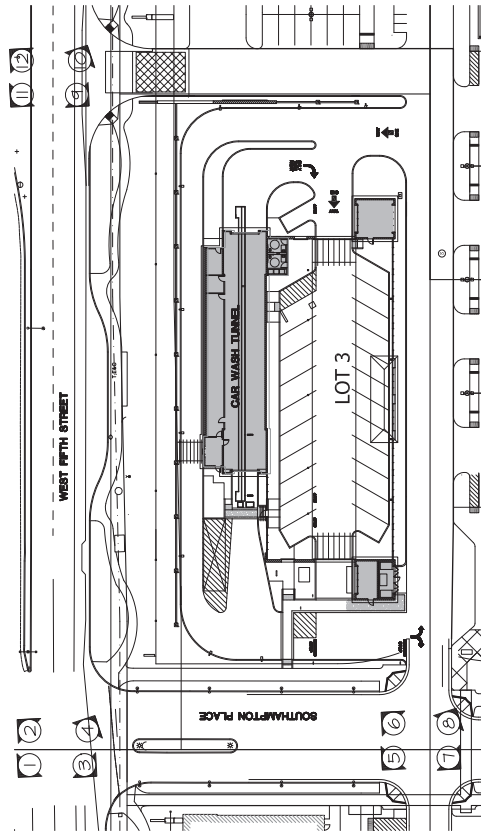


PHOTO "11"



PHOTO "12"



SITE KEY PLAN



WATERDROPS CAR WASH
WEST FIFTH STREET, OXNARD, CALIFORNIA 93030

AUGUST 16, 2017

RASMUSSEN & ASSOCIATES
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FAX: (805) 848-1235
CONTACT: SCOTT RASMUSSEN

A15

K.1.d

NOT FOR BID
NOT FOR
CONSTRUCTION

L1.0

SHEET 1
PROJECT 1

K.1.d

DRAWING

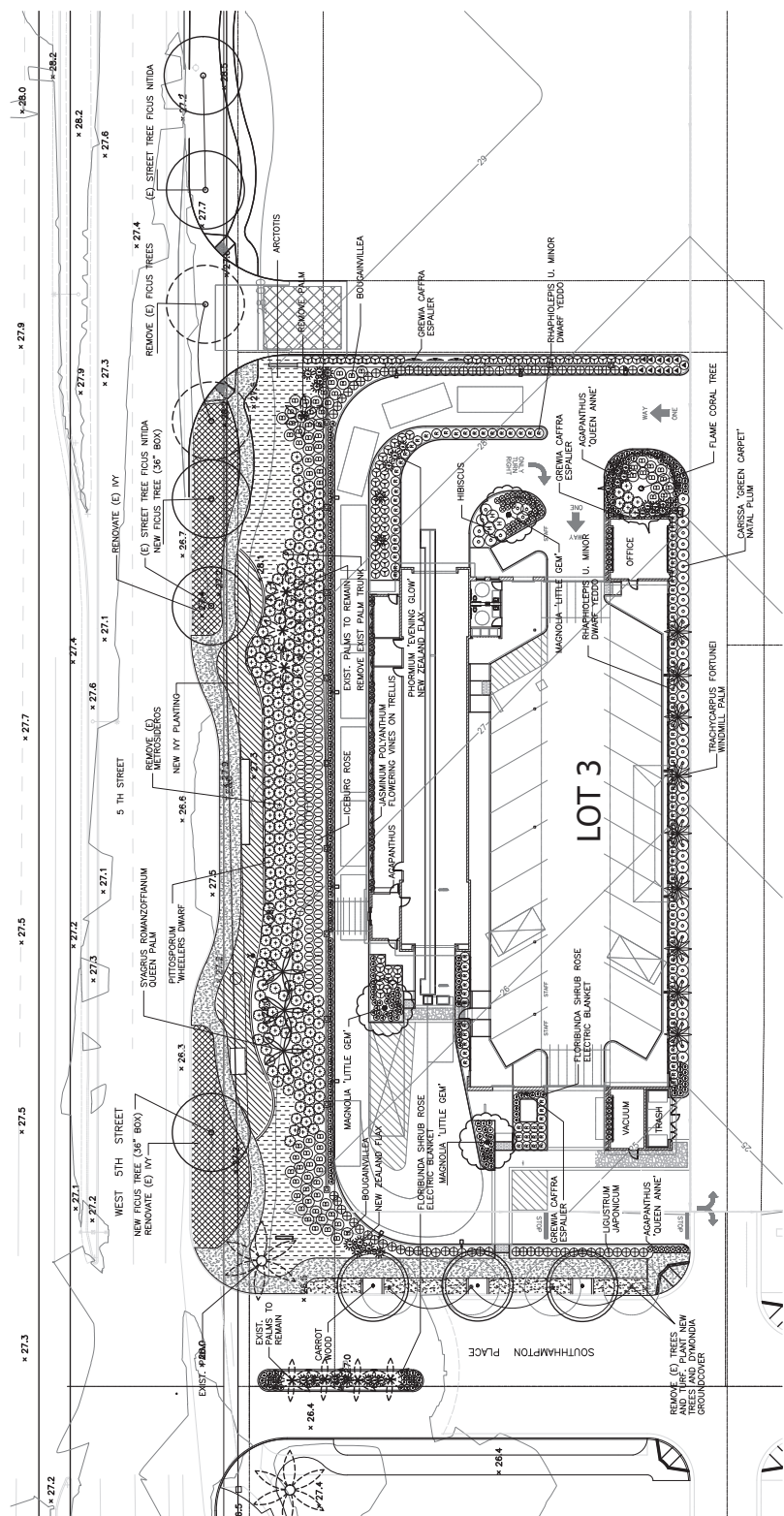
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CHECKED:	PJ
PRINTED FOR:	
DATE PRINTED:	9/11/17
PRELIM SUBMIT:	9/12/17
PLAN CHECK:	DATE
BID:	DATE
CONSTRUCTION:	DATE

PRELIMINARY
LANDSCAPE PLAN
WATERDROPS CAR WASH
WEST 5TH STREET
OXNARD, CA. 93030

RASMUSSEN & ASSOCIATES
21 S. CALIFORNIA ST.
VENTURA CA. 93001

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JORDAN, GILBERT & BAIN
LANDSCAPE ARCHITECTS, INC.
459 NORTH VENTURA AVE., VENTURA, CA 93001
(805) 642-3641 FAX (805) 653-7874
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PLANT LEGEND

TREES	SYMBOL	COMMON NAME	SIZE DESCRIPTION	QUANTITY
		CUPANOPSIS ANACARDIOIDES	36" BOX STANDARD	M
		STAGNUS ROMANZOFFIANUM	20" BROWN IRON BOX	M
		MAGNOLIA 'LITTLE GEM'	36" BOX STANDARD	M
		FIGUS NITIDA	36" BOX STANDARD	M
		ERYTHRIUM CORALLIGERES	36" BOX STANDARD	M
		TRACHYCARPUS FORTUNEI	6" BROWN IRON BOX	L

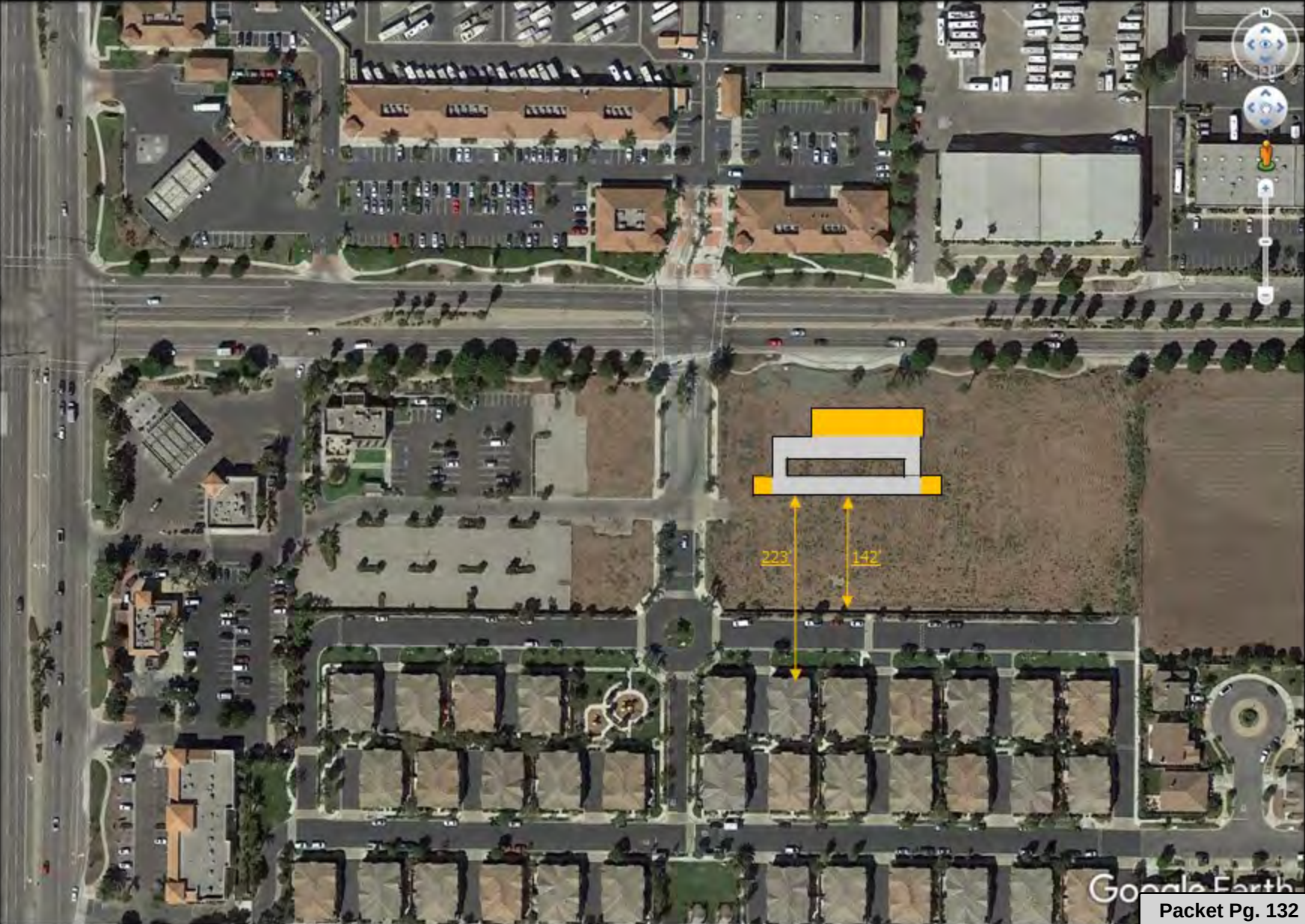
SHRUBS & VINES

SYMBOL	COMMON NAME	SIZE DESCRIPTION	QUANTITY
Ⓐ	PITISPORUM T. WHEELERS DWARF	5 GAL	L
Ⓑ	BOUGAINVILLEA ROSEANA	5 GAL	L
Ⓒ	CARISSA 'GREEN CARPET'	5 GAL	M
Ⓓ	PHORUM 'EVENING GLOW'	15 GAL	M
Ⓔ	RHAPHIOLEPS U. MINOR	15 GAL	M
Ⓕ	HEMEROCALLIS (TBS)	5 GAL	L
Ⓖ	FLORIBUNDA SHRUB ROSE	15 GAL	M
Ⓗ	AGAPANTHUS 'QUEEN ANNE'	5 GAL	L
Ⓘ	FLORIBUNDA SHRUB ROSE	5 GAL	M
Ⓚ	RHAPHIOLEPS L. 'BALLERINA'	15 GAL	M
Ⓛ	HIBISCUS A.S. 'BRILLIANT'	15 GAL	M
Ⓜ	GRENAIA CAFFRA	15 GAL	M
Ⓨ	CLYTOSTOMA CALLISTEGODES	15 GAL	M
Ⓩ	JASMINUM POLYANTHUM	5 GALLON ON STAKE	M

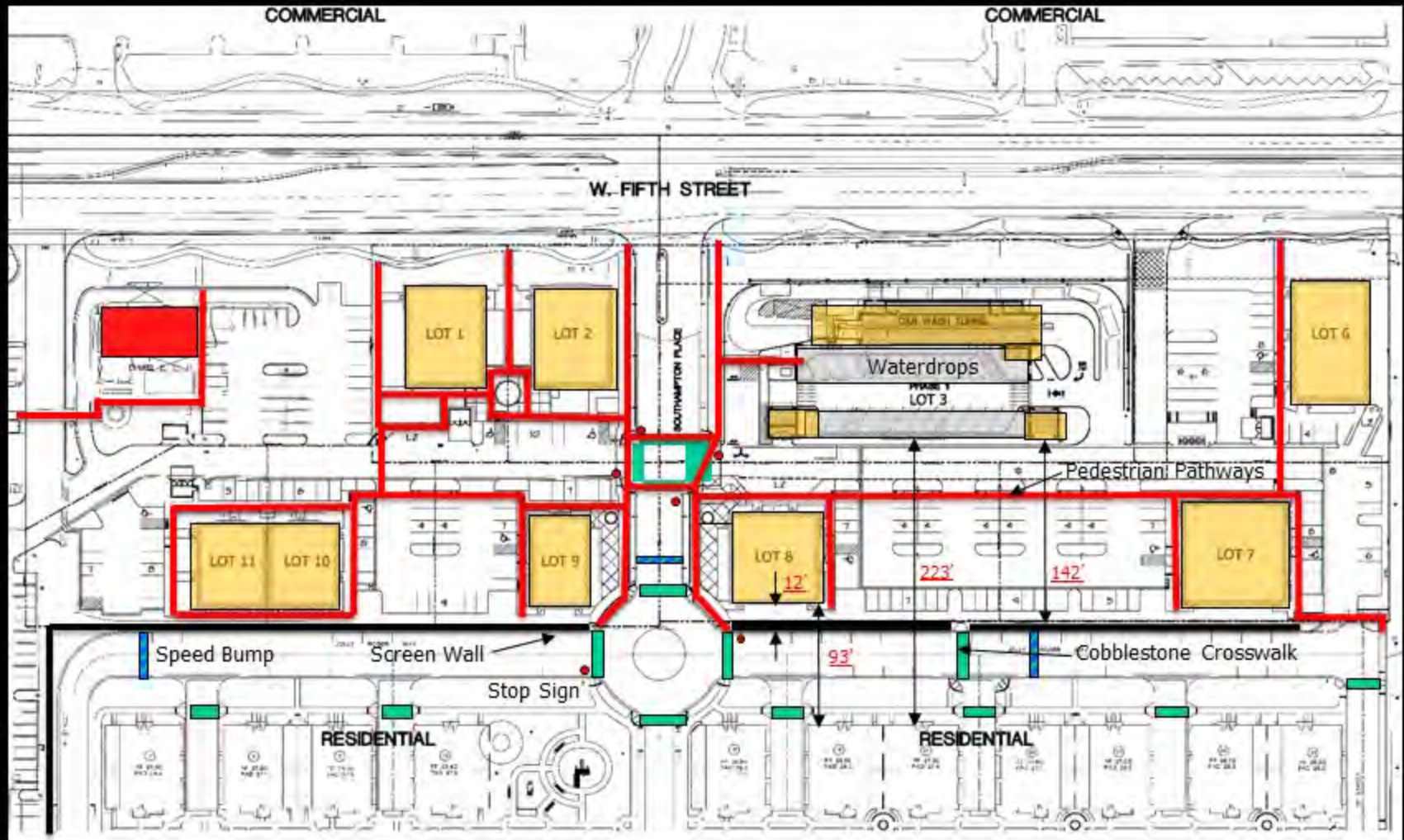
GROUND COVER

SYMBOL	DESCRIPTION
	ARCTOSTAPHYLOS U. MINOR
	RENOVATE (E) IVY
	NEW HAWNS IVY
	DYONIDIA MARGARETAE
	FRAGARIA CHLOEIDES

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Rancho Victoria Plaza



Master Site Plan
With Waterdrops Carwash

Storm Water

WEST FIFTH STREET

CITY OF OXNARD

AMENDED DRAINAGE MAP
TENT. SUBDIVISION MAP NO. 5542
RANCHO VICTORIA PLAZA

LEGEND

- DRAINAGE FLOW PATH
- WATERSHED BOUNDARY
- SUBAREA BOUNDARY
- EXISTING STORM DRAIN PIPE
- PROPOSED STORM DRAIN PIPE
- CATCH BASIN AND LATENT PIPE
- CATCH BASIN DESIGNATION NUMBER AND DRAINAGE CONCENTRATION POINT
- DISCREETARY PEAK 10-YEAR RUNOFF (cfs)
- TRIANGULAR DRAINAGE AREA (Ac)
- TOTAL PEAK 10-YEAR RUNOFF (cfs)
- TOTAL DRAINAGE AREA (Ac)
- NODE, POINT OF CONFLUENCE



SUMMARY OF HYDROLOGY & SDOF/SQOV CALCULATIONS

S.B. NO. / DRAINAGE SUBAREA #	DRAINAGE AREA (Ac)	CALC. PROPOSED 10-YEAR Q (cfs)	CALC. PROPOSED 30-YEAR Q (cfs)	CALC. PROPOSED 100-YEAR Q (cfs)	SDOF (cfs) / SQOV (Ac-ft)	PROPOSED TREATMENT CONTROL MEASURES
WATERSHED 1-1 (A=0.55 Ac.)	0.55	0.5	0.5	0.5	---	---
WATERSHED 1-2 (A=0.51 Ac.)	0.51	0.5	0.5	0.5	---	---
WATERSHED 2-1 (A=2.53 Ac.)	2.53	15.5	15.5	15.5	---	---
WATERSHED 2-2 (A=1.03 Ac.)	1.03	1.2	1.2	1.2	---	---
WATERSHED 3-1 (A=2.53 Ac.)	2.53	15.5	15.5	15.5	---	---
WATERSHED 3-2 (A=1.03 Ac.)	1.03	1.2	1.2	1.2	---	---
WATERSHED 4-1 (A=2.53 Ac.)	2.53	15.5	15.5	15.5	---	---
WATERSHED 4-2 (A=1.03 Ac.)	1.03	1.2	1.2	1.2	---	---
TOTAL	17.35	55.0	55.0	55.0	---	---

HYDROLOGIC DESIGN DATA

- DESIGN RAINFALL FREQUENCY = 10-YEAR STORM
- TOTAL WATERSHED STUDIED = 17.35 ACRES
- SHAPE CORRECTION FACTOR = 95-115
- R₁₀-CORRECTION FACTOR = 123
- SOIL TYPE = B
- DEVELOPMENT CLASSIFICATION = MIX RESIDENTIAL & COMMERCIAL DEVELOPMENT
- "C" FACTOR = 40% (UNDEVELOPED AREA)
60% (RESIDENTIAL AREA)
70% (COMMERCIAL AREA)

OWNER / DEVELOPER:
INVESTEC COMMERCIAL, INC.
200 EAST CAMILLO STREET, SUITE 200
SANTA BARBARA, CA 93101
TEL: (805) 966-8888
FAX: (805) 966-5918

PLAN PREPARED BY:

PACIFIC COAST CIVIL, INC.
20101 ADELPHI ROAD, SUITE 200
AGORA HILLS, CA 91301
TEL: (918) 888-4188
FAX: (918) 888-4188

PREPARED BY: A.C. WAGGART R.C. NO. 20198

DATE: 11/11/11

Water Drops Carwash

Total Water Usage

Evaporation and Drive Off -6.0 Gallons

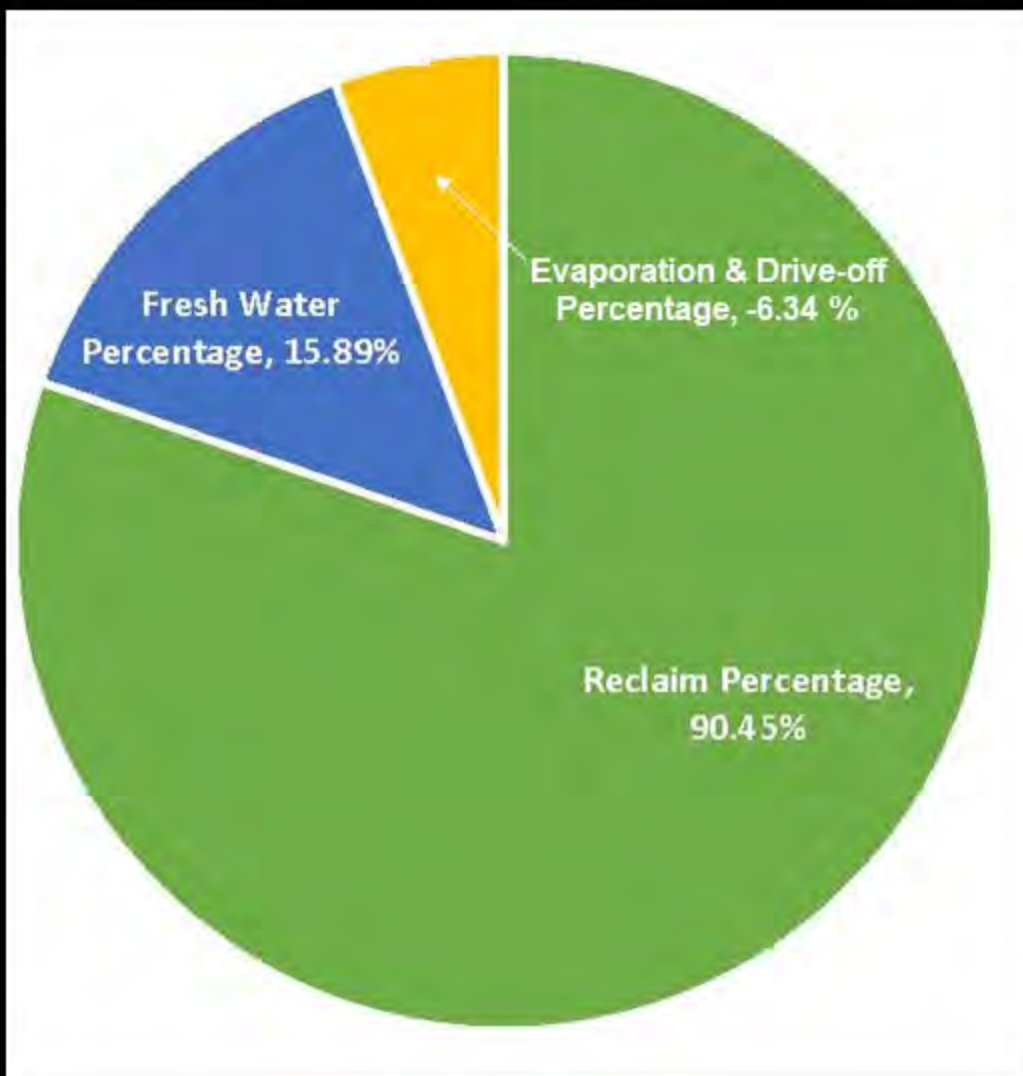
Fresh Water Usage 13.6 Gallons

Reclaimed Water Usage 72.0 Gallons

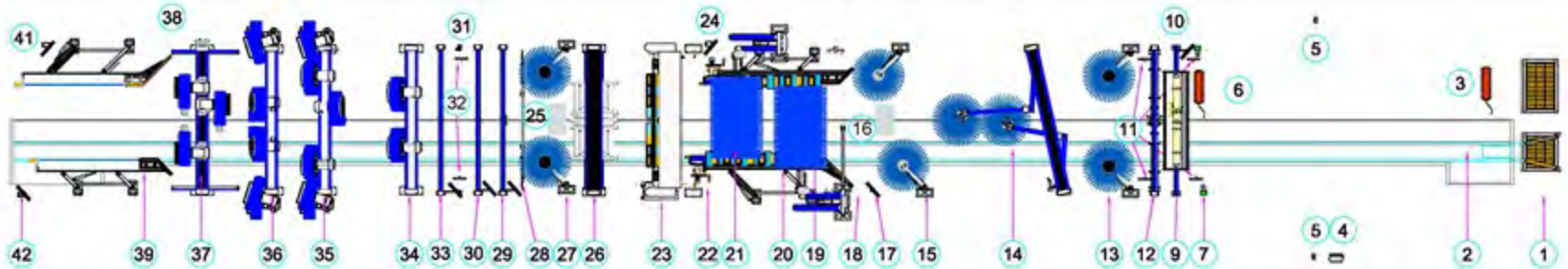


WaterSavers®

Using Less. Returning Clean.



Water Drops Carwash



Member of the International Carwash Association and WaterSavers Program

PURCLEAN

SPOT-FREE RINSE SYSTEMS

- Patent Pending Water Stabilizer – Eliminates the need and ongoing expense of a water softener
- Automatic membrane flush – Prolongs membrane life
- On-Board TDS Monitor – Provides incoming and product water quality
- Low pressure shut off safety feature
- Automatic backflushing enhanced carbon filter



YOUR CUSTOMERS
WILL BE THIS HAPPY EVERY TIME.

PURWATER

WATER RECOVERY SYSTEMS

- Compact skid design – Requires minimal footprint
- Dramatically reduces water & sewer cost
- Totally automatic operation through a PLC and variable frequency drive controlled pump
- Patent pending Succession Technology consistently provides engineered certified 5 micron quality wash water
- Totally physical process eliminates expensive disposable filters
- Eliminates odor typically associated with water recovery
- Self-priming pump can easily be connected to underground tanks
- Pre-wired / pre-plumbed for easy installation
- Minimal maintenance required
- ETL Listed





David A Conant, FASA
K Anthony Hoover, FASA

Randal B Willis, P.E.

Kyle M Ridenour
William Chu
Christopher M Williams

8 February 2018

Scott Boydstun
Rasmussen & Associates
Rasmussen & Associates
21 S. California Street, Fourth Floor
Ventura, California 93001

Subject: Waterdrops Carwash, Oxnard, Outdoor Noise Study Follow-up

Measurements

Our initial study was based on measurements of sound pressure levels from equipment near and around an existing Waterdrops Carwash in Oxnard at 1401 West Gonzales Road, which is essentially identical to the proposed new facility, including identical equipment. Our measurements were performed using a B&K Type 2250 Sound Level Meter, which is “type 1” (highest order of accuracy and precision), and calibrated before and after measurements. Our measurements demonstrated that there are only two primary noise sources:

- Blowers, located within the tunnel, that dry off vehicles near the end of the carwash cycle. These blowers are the dominant noise source out of both ends of the tunnel, albeit quieter out the entrance than out the exit (and insignificant through the side walls). These blowers operate for approximately one-half minute at the end of the overall cycle.
- Vacuums, located at the various parking locations, for optional use subsequent to the carwash. The vacuum equipment is housed inside the building and is essentially inaudible; only the “working ends” (henceforth called “vacuums” for purposes of this report) of the vacuum hoses are audible. Note that for much of the time of usage, these vacuums are inside of the vehicles, resulting in significant noise attenuation.

Calculations

Our calculations of expected noise levels at site's property lines were based on standard methodologies, using the measured noise level data. Salient features are as follows:

- We calculated noise levels for the loudest (“worst case”) locations on the property lines. Note that we report 60 dBA blower noise for a small section of property line that is not barriered by the wall/canopy along the south border; all locations toward the west along the south property line will receive significantly less blower noise.

- Noise levels from the blowers and from the vacuums do not “add together” significantly, due to barrier effects of building walls, and so these are reported separately.
- For vacuum noise, we used worst case (outside of the vehicle) values, for combined noise of a vacuum at a location closest to the property line plus another at mid-lot location. Furthermore, we have neglected the barrier effects of end walls on the east and west, only considering “line-of-sight”, worst case locations. Even if several more vacuums are operated simultaneously, considering the actual usage and the added barriering effects of the walls, it is extremely unlikely that the reported vacuum noise levels will be exceeded. Note that vacuum noise along the south property line is negligible because of the wall/canopy.

Follow-up/Results

We have reviewed the measurements, calculations and results contained within our August 30, 2017 Report and verify its conclusions. Noise levels are consistently below 65 dBA, and generally yet significantly quieter, so the Oxnard noise code is satisfied.

Regarding questions arising from the appeal process, as you move away from a specific sound source, its sound levels get quieter. This is usually quantified as “6dB per doubling of distance” from a specific sound source.

Note that there are usually other factors that provide some additional attenuation, such as walls.

The attached figure (a partial site plan of the area of concern) shows the location where we expect 60dBA of blower noise, as per the 30 August 2017 study. Based on the 6dB per doubling of distance, and the shown distances, we expect 50dBA just outside the residence in the same direction. This is a 10dBA drop, which is more than 6dBA because the distance has more than doubled. Note that this does not include additional attenuation effects of any walls.

As a method of comparison, the attached figure also shows measured levels of ambient sound on Jolly Roger Way to be 56 dBA without any project being built.

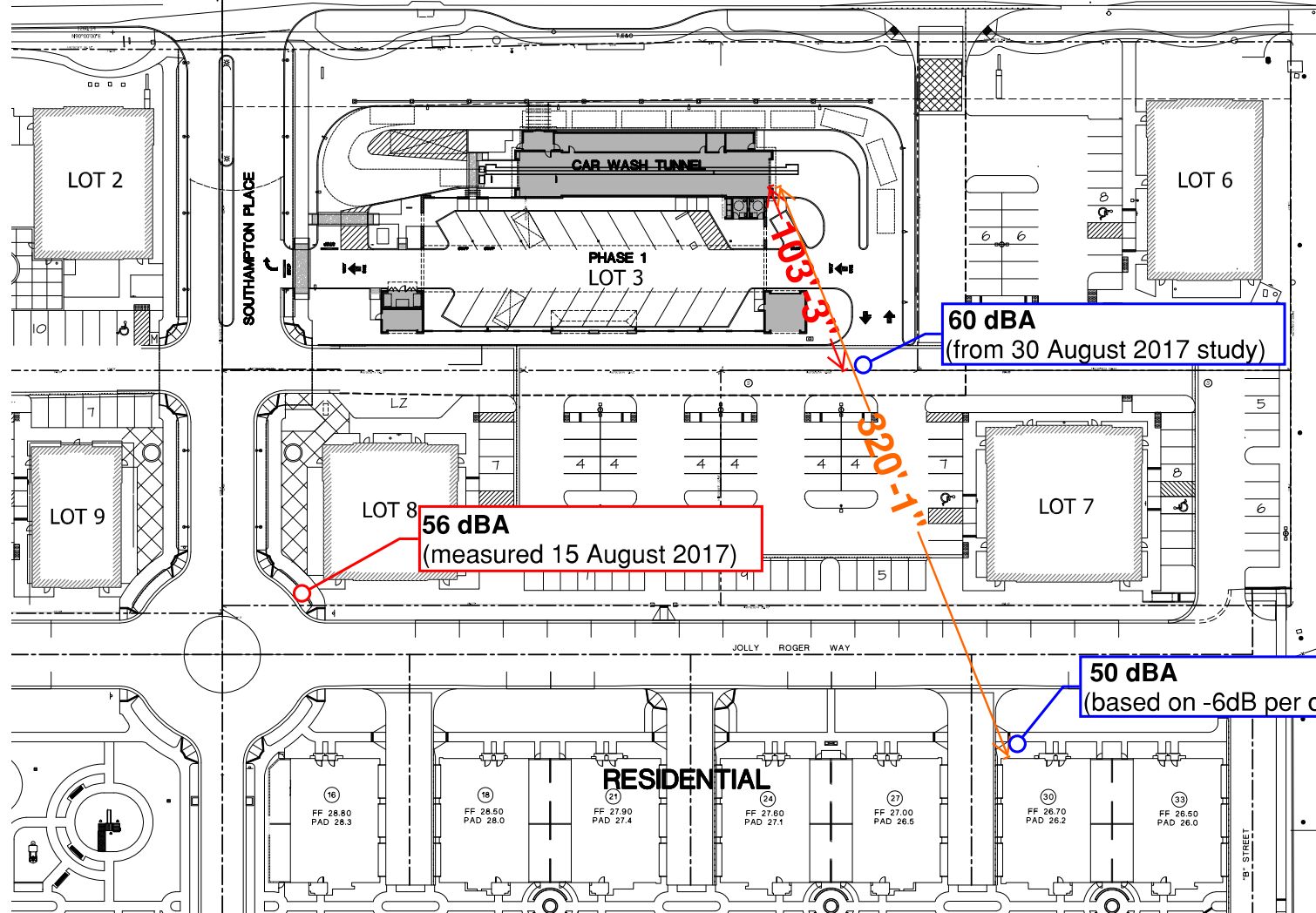
Sincerely yours,

McKAY CONANT HOOVER INC

TONY HOOVER

K. Anthony Hoover, FASA, INCE Bd. Cert.
Principal Consultant

W. FIFTH STREET



VACANT LOT

PARKING TABULATION

BUILDING TOTAL AREAS
 LOTS 1-2, 6-11 = 37,190 S.F.

PARKING REQUIRED
 1 SPACES / 250 S.F.
 37,190 S.F. / 250 S.F. = 149 SPACES

PARKING PROVIDED (NOT INCLUDING LOT 3)
 STANDARD = 164 SPACES
 ACCESSIBLE = 9 SPACES
 MOTORCYCLE = 7 SPACES
 ELECTRICAL VEHICLE = 1 SPACES
 TOTAL = 181 SPACES

JUNE 29, 2017

RASMUSSEN & ASSOCIATES

Architecture
 Planning
 Interiors

21 S. CALIFORNIA STREET
 VENTURA, CA 93023
 VOICE: 805.221.1111
 FAX: 805.221.1112
 CONTACT: SCOTT BOYDSTON

Packet Pg. 139



374 Poli Street, Suite 200 • Ventura, CA 93001
Office (805) 275-1515 • Fax (805) 667-8104

February 8, 2018

Ms. Kathleen Mallory
Planning and Environmental Service Manager
City of Oxnard
214 South C Street
Oxnard, CA 93030

Ms. Mallory;

On behalf of Waterdrops Express, please accept this letter in response to the appeal filed by Ms. Julie M. Kalbacher regarding the Planning Commission decision and approval of our project, Permit No. 17-500-04.

Responses to Appeal

Oxnard General Plan

- Plan Chapter 2 - Sustainable Community Element
 - The need for this car wash is actually based on the desire, and the need, to adopt sustainable principals related to water use. This is one of (5) carwashes in the City of Oxnard that meet and operate under strict guidelines and regulations regarding the recycling of water. This facility recycles and reuses (90 %) of the water used to wash cars. Newer equipment will be used in this facility that will increase that percentage. While there are other carwashes in Oxnard, as the City moves towards meeting long term water reduction standards, this type of car wash represents an operation that the City should support.
 - This building has been designed, and approved by the Planning Commission, at great expense, with enclosed washing operations and vacuuming. The ambient noise from the traffic along 5th Street is greater than the noise that will be generated by this car wash at the neighborhood property line wall.
- CD-3 Neighborhood Preservation
 - This facility is not 30 yards away from homes. As mentioned previously, the site map for this area calls for the location of a building that will be located between the car wash and residences. The actual distance between the facility and homes is 223 feet or approximately 74 yards. Again, as noted previously, the operation of the car wash will take place within an enclosed facility and is closed in the evenings. Per the PC, conditions were added to push back morning start times on the weekends to 9 am.
 - The Planning Commission vote of approval was 5-2. Comments made by those supporting the motion of approval refute the referenced position taken by Commissioner Huber - many voting that this is an allowable use for this zone; the many studies that show no impacts on the neighboring residences, as well as the value of a carwash designed limit the use of water

in its operations. Mr. Huber's position that traffic will double on Southampton is incorrect, and shown in numerous traffic studies, as shown in staff's own analysis.

Comments from four of the five commissioners that voted to approve the project were as follows:

- Commissioner Stewart felt that "this is a good use for the land," and that "traffic is not going to go into the neighborhood."
 - Commissioner Sanchez noted that Oxnard is a community of over 200,000 residents, and that "people want this type of service." He saw this type of carwash as "ecologically friendly," and as a result, felt overtime will replace less efficient facilities. He also saw the carwash "as an amenity that would be good for the area."
 - Commissioner Frank stated that this is an "allowed use in this zone," and that "eventually another building will be constructed between the carwash and the residences, providing even more of a buffer."
 - Commissioner Chua shared that "this site could be a future location of a fast food restaurant or restaurant," which would result in even more traffic and car trips," and felt the car wash was a "compatible use for this site."
 -
- CD-4 Compatible Commercial Development
 - There are no studies, nor grounds for taking the position that a carwash will lower nearby home values. The appellant's own position is that it "could lower home values."
 - The carwash does not replace three proposed buildings, but two.
 - In response to both comments regarding the lack of support from nearby residents and the Seaview Estates Neighborhood Council, our project team hosted an additional meeting with the neighbors beyond the meetings facilitated by City staff. We took their concerns and comments seriously, making substantial and costly changes to the project to mitigate those concerns. At that meeting, we were told that they were reluctant to share more of their concerns because we were proving so effective in our solutions and design responses.
- CD-10 Sense of Place
 - Again as noted previously, the site for the carwash use is on 5th Street; other building pads, landscaping and parking lots will buffer the carwash lot from the existing residential neighborhood. There is only one existing cobblestone crosswalk that currently enters the Rancho Victoria Plaza from the neighborhood that is not along a street. This portal leads to a future parking lot. The current site design for this lot (by the Master Builder) does not show a connection from this residential portal to the pedestrian pathways of Rancho Victoria Plaza. If it is considered (by the City & neighbors) important to have pedestrian connectivity at this point, the future lot design can accommodate it. Having said this, there are 3 other points of connection where neighborhood pedestrian pathways (cobblestone crosswalks at street corners) connect to Rancho Victoria Plaza pedestrian ways. On the Rancho Victoria Plaza site, pedestrians are presented with varying ways to traverse the site, have access to buildings on site and pass through the site to the 5th Street public sidewalk. It should be noted that the sidewalks around the carwash facility have been designed so as not to cross

entry and exit driveways of the carwash facility. This was done to minimize any potential conflicts.

- 10.2 Neighborhood Themes
 - Again as noted previously, there are strong pedestrian connections through and within Rancho Victoria Plaza. These connections and street grids are a strong organizer of the site and building locations. The carwash fits within this established framework. The carwash facility has been designed to internalize its car function, reduce the area of open parking and present a building with a strong retail image. In doing so, the carwash maintains the neighborhood theme of having a strong pedestrian orientation and de-emphasizing the auto.

Please contact me directly if you have questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Sandy E. Smith". The signature is fluid and cursive, with a large initial "S" and "E".

Mr. Sandy E. Smith
Sespe Consulting, Agent for Waterdrops Express

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OXNARD UPHOLDING PLANNING COMMISSION APPROVAL OF PLANNING AND ZONING PERMIT NO. 17-500-04 (SPECIAL USE PERMIT) TO AUTHORIZE THE CONSTRUCTION OF A 5,648 SQUARE FOOT AUTOMATED CAR WASH WITH 21 CANOPY-COVERED VACUUM STATIONS ON A 1.42 ACRE VACANT PARCEL LOCATED AT 3600-3700 WEST FIFTH STREET, SUBJECT TO CERTAIN FINDINGS AND CONDITIONS.

WHEREAS, on January 18, 2018, the Planning Commission of the City of Oxnard (**“Planning Commission”**) conducted a duly noticed public hearing, approving Planning and Zoning Permit No. 17-500-04 (Special Use Permit) to allow the construction of 5,648 sq. ft. automated car wash with 21 canopy-covered vacuum stations on 1.42 acre vacant parcel located at 3600-3700 W. Fifth Street (the **“Project”**) in accordance with Section 16-530 through 16-553 of Oxnard City Code; and

WHEREAS, the Planning Commission approval of Planning and Zoning Permit Nos. 17-500-04 (Special Use Permit) was appealed to the City Council on January 29, 2018 by a concerned resident; and

WHEREAS, the Planning and Environmental Services Division has determined that the impacts of the Project were previously analyzed in Mitigated Negative Declaration No. 2005-09 and associated Addendum No. 3 analyzed by Environmental Impact Report No. 09-01, certified for the 2030 General Plan, as described in the Planning Commission Staff Report; and

WHEREAS, on March 6, 2018 the City Council held a duly noticed public hearing, and received and reviewed all written and oral evidence related to the proposed Project; and

WHEREAS, the City Council agrees with the Findings contained in Planning Commission Resolution No. 2018-04 and the findings therein.

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

- (1) **The proposed use is in conformance with the City of Oxnard 2030 General Plan and the elements thereof and other adopted standards.**

The City’s 2030 General Plan land use designation for the subject site is Commercial General (CG) uses which allows for freestanding commercial uses along arterial. Approval of this Special Use permit has been determined to be consistent with the General Plan and the property’s land use designation.

- (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 proposed use is consistent with uses considered and permitted by the General Commercial, Planned-Development (C-2-PD) zone. Construction activities,

anticipated uses, and development design will be subject to standard construction requirements of the Building, Fire, and Traffic Codes. Therefore, the proposed use and improvements are not expected to have adverse effects or be materially detrimental the adjacent uses, buildings or structures or to the public health, safety or general welfare.

- (3) **The site for the proposed use is adequate in size and shape to accommodate the setbacks, parking, landscaping, and other City standards except as may be specifically excepted by the special findings and conditions of this Resolution.**

Development as proposed will meet the development standards of the General Commercial, Planned-Development (C-2, P-D) zone, parking and landscape design standards as described and shown in Section 6c of the Planning Commission Staff Report. As such, the subject site is adequate in terms of size and as proposed the development meets or exceeds City's design standards and parking will be met on-site.

- (4) **The site for the proposed use will be served by streets and highways adequate in width and structure to carry the kind and quantity of traffic such use will generate.**

The development is located along a major thoroughfare in the City and as described in Section 6 of the Planning Commission Staff Report, the Project will construct driveway improvements in accordance with the requirements of the City's Traffic Engineer and the City's Fire Department. As a result, the site has sufficient access to streets and highways that are adequate in size and after construction intersections considered in the review of the Project will operate at acceptable levels of service.

- (5) **The site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.**

The Project is considered infill development that has been found to be consistent with anticipated development for this site. Furthermore, the Project will be served by existing water and sewer connections. In accordance with the Stormwater Quality Conditions of this Resolution, the Project's design will comply with stormwater control measures as required by the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit.

SECTION 2. The City Council, in accordance with the California Environmental Quality Act (CEQA), has determined that the impacts associated with development of the project site were previously analyzed in Mitigated Negative Declaration No. 2005-09, and the environmental impacts associated with this project were analyzed in Addendum No. 3 and all necessary and relevant mitigation measures were made conditions of project approval.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OXNARD. The City Council of the City of Oxnard upholds the decision of the Planning Commission approving Planning and Zoning Permit No. 17-500-04 (Special Use Permit), for the reasons set forth and described in Planning Commission Resolution No. 2018-04, and subject to the conditions of approval therein.

PASSED AND ADOPTED by the City Council of the City of Oxnard on the 6th day of March 2018, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Tim Flynn, Mayor

ATTEST:

Michelle Ascencion, City Clerk

APPROVED AS TO FORM:

Stephen M. Fischer, City Attorney

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**CITY COUNCIL
AGENDA REPORT**

TYPE OF ITEM: Report
AGENDA ITEM NO.: 1

DATE: March 6, 2018

TO: City Council

THROUGH: Scott Whitney
Interim City Manager

A handwritten signature in cursive script, appearing to read "S. Whitney".

FROM: Ashley Golden
Development Services Director

SUBJECT: Adoption of Ordinance No. 2935. (5/5/5)

CONTACT: Ashley Golden, Development Services Director
Ashley.Golden@oxnard.org, 385-7882

RECOMMENDATION:

That the City Council:

1. Adopt Ordinance No. 2935 (read by title only, waiving further reading) approving the Joint Powers Agreement for the Los Angeles Community Choice Energy program/Clean Power Alliance; and Authorize the Implementation of the Community Choice Aggregation Program.
2. Designate one Director to the Clean Power Alliance; and designate two alternates to the Clean Power Alliance Board.

BACKGROUND

This Ordinance was introduced at the February 27, 2018 City Council meeting. If the ordinance is adopted on March 6, 2018, it will take effect after 30 days.

Upon Council introduction of the subject ordinance, the Council is required to designate one Director to the Clean Power Alliance. The Council is also required to designate two alternates to the Clean Power Alliance Board. An alternate can be a City Council member and/or a City Staff Member/Position.

Adoption of Ordinance No. 2935 (5/5/5)

March 6, 2018

Page 2

STRATEGIC PRIORITIES

This agenda item supports the Economic Development strategy. The purpose of the Economic Development strategy is to develop and enhance Oxnard's business climate, promote the City's fiscal health, and support economic growth in a manner consistent with the City's unique character. This item supports the following goals and objectives:

Goal 1. Create vibrant and economically sustainable commercial, industrial and retail industries throughout the City.

Goal 2. Enhance business development throughout the City.

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to establish, preserve and improve our infrastructure and natural resources through effective planning, prioritization, and efficient use of available funding. This item supports the following goals and objectives:

Goal 5. Ensure orderly development and long-range conservation and management of our natural resources and coastal assets.

Objective 5a. Develop and implement a sustainability program.

Objective 5b. Protect ocean and waterways.

FINANCIAL IMPACT

The direct fiscal impact of the City's participation in Clean Power Alliance is limited to staff time spent participating in the Joint Powers Agreement (JPA) and the implementation/transition process. If the City decides to exit the JPA after its initial launch, liabilities specified in the JPA could have a fiscal impact to the City. The specified liabilities include costs from the resale of power contracts by the Authority to serve the City's electrical load and any administrative costs directly attributable to the City's withdrawal. The Clean Power Alliance agreement creates a legal and financial separation of the assets and liabilities of the JPA from those of its member agencies; therefore, there is no financial risk for agencies to participate beyond costs associated with withdrawal. Currently, staff is unaware of any agencies within the State that have withdrawn from a CCA after electing to participate.

The City would become a customer of Clean Power Alliance. Depending on which renewable energy scenario is selected by the CCA Board of Directors, the City could see energy costs go up or down.

The City would be eligible to participate in any future efficiency or incentive programs that may be developed by the Clean Power Alliance. The City currently lowers the cost of energy efficiency and renewable energy projects through participation in rebate and incentive programs

Adoption of Ordinance No. 2935 (5/5/5)

March 6, 2018

Page 3

offered by SCE. The City is expected to maintain eligibility to participate in SCE programs even if the City were to join the Clean Power Alliance.

ATTACHMENTS:

Attachment A - Ordinance No. 2935

ORDINANCE NO. 2935

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD, CALIFORNIA AUTHORIZING THE IMPLEMENTATION OF A COMMUNITY CHOICE AGGREGATION PROGRAM WITH THE LOS ANGELES COMMUNITY CHOICE ENERGY JOINT POWERS AUTHORITY AND APPROVING THE RELATED JOINT POWERS AGREEMENT

WHEREAS, the City of Oxnard seeks to secure energy services in the City which are greener and cost effective for residents and businesses; and

WHEREAS, cleaner energy for residents and businesses is consistent with the City's 2013 Energy Action Plan; and

WHEREAS, Los Angeles County has established a Joint Powers Agreement (JPA) for the execution of Community Choice Energy (CCE) and has expanded the program to cities throughout Southern California.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF OXNARD DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. Findings. The City of Council of the City of Oxnard does hereby make the following findings:

A. The Los Angeles Community Choice Energy Joint Powers Authority ("LACCE JPA") is a joint powers authority established for the purpose of studying, promoting, developing, conducting, operating and managing energy and energy-related climate change programs including but not limited to implementing a community choice aggregation program under California Public California Public Utilities Code Section 366.2; hereinafter referred to as the "Act"), which authorizes any California city or county, whose governing body so elects, to combine the electricity load of its residents and businesses in a community-wide electricity aggregation program known as Community Choice Aggregation ("CCA").

B. The Act expressly authorizes participation in a CCA program through a joint powers agency, and to this end the County of Los Angeles ("County") has been participating since 2015 in the evaluation of a CCA program for the County and the cities and towns within it.

C. The LACCE JPA has developed the Los Angeles Community Choice Energy Authority Joint Powers Agreement ("Joint Powers Agreement") (attached hereto as Exhibit A) in order to accomplish the following:

1. To form a Joint Powers Authority (JPA) known as "Los Angeles Community Choice Energy JPA"; and

2. To specify the terms and conditions by which participants may participate as a group in energy programs including, but not limited to, the preliminary implementation of a CCA program.

D. The City of Oxnard ("City") has been investigating options to provide electric services to constituents within its service area with the intent of achieving greater local

involvement over the provisions of electric services and promoting competitive and renewable energy.

E. Community Choice Aggregation, by and through the LACCE JPA, appears to provide a reasonable opportunity to accomplish all of the following:

1. To provide greater levels of local involvement in and collaboration on energy decisions;
2. To increase significantly, the amount of renewable energy available to LACCE JPA energy customers;
3. To provide initial price stability, long-term electricity cost savings, and other benefits for the community; and
4. To reduce greenhouse gases that are emitted by creating electricity for the community.

F. The Act requires CCA program participants to individually adopt an ordinance ("CCA Ordinance") electing to implement a CCA program within its jurisdiction by and through its participation in the LACCE JPA.

G. The City desires to join the LACCE JPA and participate in its CCA program.

H. The Joint Powers Agreement expressly allows the City to withdraw its membership in the LACCE JPA (and its participation in the CCA program) prior to the actual implementation of a CCA program through Program Agreement.

I. This Ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to the State CEQA Guidelines, as it is not a "project" and has no potential to result in a direct or reasonably foreseeable indirect physical change to the environment. (14 Cal. Code Regs. § 15378(a).) Further, the ordinance is exempt from CEQA as there is no possibility that the ordinance or its implementation would have a significant negative effect on the environment. (14 Cal. Code Regs. § 15061(b)(3).) The ordinance is also categorically exempt because it is an action taken by a regulatory agency to assure the maintenance, restoration, enhancement or protection of the environment. (14 Cal. Code Regs. § 15308.) The Planning Director shall cause a Notice of Exemption to be filed as authorized by CEQA and the State CEQA Guidelines.

SECTION 2. The City Council finds that the above findings are true and correct.

SECTION 3. Authorization. Based upon the foregoing and to provide businesses and residents within the City of Oxnard with a choice of power providers, the City of Oxnard hereby: (a) elects to implement a community choice aggregation program within the jurisdiction of the City by participating in the Community Choice Aggregation program of the LACCE JPA, as described in its Joint Powers Agreement; and (b) approves the City's execution of the LACCE JPA Joint Powers Agreement (see Attachment A).

SECTION 4. Severability. If any part of this Ordinance, or the application thereof to any person or circumstances, is for any reason held invalid by a court of competent jurisdiction, the validity of the remainder of this Ordinance, or the application of such provision to other persons or circumstances, shall not be affected.

SECTION 5. The City Clerk shall certify as to the adoption of the ordinance and shall cause a summary of the ordinance to be published within fifteen (15) calendar days of the adoption and shall post a certified copy of the ordinance, including the vote for and against the same, in the office of the City Clerk in accordance with Government Code Section 36933/ Ordinance No. _____ was first read on _____, 2018, and finally adopted on _____, 2018, to become effective thirty days thereafter.

AYES:

NOES:

ABSENT:

ABSTAIN:

Tim Flynn, Mayor

ATTEST:

Michelle Ascencion, City Clerk

APPROVED AS TO FORM:

Stephen Fischer, City Attorney

ATTACHMENT A
JOINT POWERS AGREEMENT

LOS ANGELES COMMUNITY CHOICE ENERGY AUTHORITY JOINT

POWERS AGREEMENT

This Joint Powers Agreement (the "Agreement"), effective as of _____, is made and entered into pursuant to the provisions of Title 1, Division 7, Chapter 5, Article 1 (Section 6500 et seq.) of the California Government Code relating to the joint exercise of powers among the public agencies set forth in Exhibit A.

RECITALS

1. The Parties are public agencies sharing various powers under California laws, including but not limited to the power to purchase, supply, and aggregate electricity for themselves and their inhabitants.
2. In 2006, the State Legislature adopted AB 32, the Global Warming Solutions Act, which mandates a reduction in greenhouse gas emissions in 2020 to 1990 levels. The California Air Resources Board is promulgating regulations to implement AB 32 which will require local government to develop programs to reduce greenhouse emissions.
3. The purposes for the Initial Participants (as such term is defined in Section 2.3 below) entering into this Agreement include addressing climate change by reducing energy related greenhouse gas emissions and securing energy supply and price stability; energy efficiencies and local economic benefits, such as jobs creation, community energy programs; and local power development. It is the intent of this Agreement to promote the development and use of a wide range of renewable energy sources and energy efficiency programs, including but not limited to solar and wind energy production.
4. The Parties desire to establish a separate public agency, known as the Los Angeles Community Choice Energy Authority ("Authority"), under the provisions of the Joint Exercise of Powers Act of the State of California (Government Code Section 6500 et seq.) ("Act") in order to collectively study, promote, develop, conduct, operate, and manage energy programs.
5. The Initial Participants have each adopted an ordinance electing to implement through the Authority a Community Choice Aggregation program pursuant to California Public Utilities Code Section 366.2 ("CCA Program"). The first priority of the Authority will be the consideration of those actions necessary to implement the CCA Program.
6. By establishing the Authority, the Parties seek to:
 - (a) Develop an electric supply portfolio with overall lower greenhouse gas intensity and lower greenhouse gas (GHG) emissions than Southern California Edison ("SCE"), and one that supports the achievement of the parties' greenhouse gas reduction goals and the comparable goals of all participating jurisdictions;

LOS ANGELES COMMUNITY CHOICE ENERGY – JOINT POWERS AGREEMENT

- (b) Establish an energy portfolio that encourages the use and development of cost-effective local renewable and distributed energy resources and that discourages the use unbundled renewable energy credits;
- (c) Promote an energy portfolio that incorporates energy efficiency and demand response programs and pursues ambitious energy consumption reduction goals;
- (d) Provide electricity rates that are lower or at worst competitive with those offered by SCE for similar products;
- (e) Offer differentiated energy options (e.g. 33% or 50% qualified renewable) for default service, and a 100% renewable content option in which customers may "opt-up" and voluntarily participate;
- (f) Achieve quantifiable economic benefits to the region;
- (g) Recognize the value of current workers in existing jobs that support the energy infrastructure of Los Angeles County and Southern California (e.g. union and prevailing wage jobs, local workforce development, apprenticeship programs, and local hire). The Authority, as a leader in the shift to clean energy, commits to ensuring it will take steps to minimize any adverse impacts to these workers to ensure a "just transition" to the new clean energy economy;
- (h) Support a stable, skilled workforce through such mechanisms as project labor agreements, collective bargaining agreements, or community benefit agreements, or other workforce programs that are designed to avoid work stoppages, ensure quality, and benefit local residents by delivering cost-effective clean energy programs and projects (e.g. new energy programs and increased local energy investments);
- (i) Promote supplier and workforce diversity, including returning veterans and those from disadvantaged and under-represented communities, to better reflect the diversity of the region;
- (j) Promote personal and community ownership of renewable resources, spurring equitable economic development and increased resilience, especially in low income communities;
- (k) Provide and manage its energy portfolio and products in a manner that provides cost savings to customers and promotes public health in areas impacted by energy production;
- (l) Ensure that low-income households and communities are provided with affordable and flexible energy options, including the provision of energy discounted rates to eligible low-income households;
- (m) Recognize and address the importance of healthy communities, including those disproportionately affected by air pollution and climate change;

LOS ANGELES COMMUNITY CHOICE ENERGY – JOINT POWERS AGREEMENT

- (n) Use program revenues to provide energy-related programs and services; and
- (o) Create an administering Authority that is financially sustainable, responsive to regional priorities, well-managed, and a leader in fair and equitable treatment of employees.

1. DEFINITIONS

- 1.1 "AB 117" means Assembly Bill 117 (Stat. 2002, Ch. 838, codified at Public Utilities Code Section 366.2), which created Community Choice Aggregation.
- 1.2 "Act" means the Joint Exercise of Powers Act of the State of California (Chapter 5, Division 7, Title 1 of the Government Code commencing with Section 6500).
- 1.3 "Agreement" means this Joint Powers Agreement.
- 1.4 "Authority" means Los Angeles Community Choice Energy Authority.
- 1.5 "Authority Document(s)" means document(s) duly adopted by the Board by resolution or motion implementing the powers, functions and activities of the Authority, including but not limited to the Operating Policies and Procedures, the annual budget, and plans and policies.
- 1.6 "Board" means the Board of Directors of the Authority.
- 1.7 "Community Choice Aggregation" or "CCA" means an electric service option available to cities, counties, and other public agencies pursuant to Public Utilities Code Section 366.2.
- 1.8 "CCA Program" means the Authority's program relating to CCA that is principally described in Section 2.4 (Purpose) of this Agreement.
- 1.9 "Days" shall mean calendar days unless otherwise specified by this Agreement.
- 1.10 "Director" means a member of the Board representing a Party, including up to two alternate Directors appointed in accordance with Sections 4.1 (Board of Directors) and 4.2 (Appointment and Removal of Directors) of this Agreement.
- 1.11 "Effective Date" means the date on which the Agreement shall become effective and the Authority shall exist as a separate public agency, as further described in Section 2.1 (Effective Date and Term) of this Agreement.
- 1.12 "Initial Costs" means all costs incurred by the Authority relating to the establishment and initial operation of the Authority, such as the hiring of the executive, technical, and any administrative staff, any required accounting, administrative, technical and legal services in support of the Authority's initial formation activities or in support of the negotiation, preparation and approval of

LOS ANGELES COMMUNITY CHOICE ENERGY – JOINT POWERS AGREEMENT

power purchase agreements. The Board shall determine the termination date for the Initial Costs.

- 1.13 "Initial Participants" means, for purpose of this Agreement, the County of Los Angeles, and the cities of _____, and any other Parties joining in accordance with Section 2.3 (Initial Participants) of this Agreement.
- 1.14 "Operating Policies and Procedures" means the rules, regulations, policies, bylaws and procedures governing the operation of the Authority.
- 1.15 "Parties" means, collectively, the signatories to this Agreement that have satisfied the conditions in Section 2.3 (Initial Participants) or Section 2.5 (Addition of Parties) of this Agreement, such that they are considered members of the Authority.
- 1.16 "Party" means, singularly, a signatory to this Agreement that has satisfied the conditions in Section 2.3 (Initial Participants) or Section 2.5 (Addition of Parties) of this Agreement, such that it is considered a member of the Authority.
- 1.17 "Public Agency" as defined in the Act includes, but is not limited to, the federal government or any federal department or agency, this state, another state or any state department or agency, a county, a county board of education, county superintendent of schools, city, public corporation, public district, regional transportation commission of this state or another state, a federally recognized Indian tribe, or any joint powers authority formed pursuant to the Act.

2. FORMATION OF LOS ANGELES COMMUNITY CHOICE ENERGY AUTHORITY

2.1 **Effective Date and Term.** This Agreement shall become effective and the Authority shall exist as a separate public agency on the date this Agreement is executed by the County of Los Angeles and at least one other public agency after the adoption of the ordinances required by Public Utilities Code Section 366.2(c)(12). The Authority shall provide notice to the Parties of the Effective Date. The Authority shall continue to exist, and this Agreement shall be effective, until the Agreement is terminated in accordance with Section 8.3 (Mutual Termination) of this Agreement, subject to the rights of the Parties to withdraw from the Authority.

2.2 **Formation of the Authority.** Under the Act, the Parties hereby create a separate joint exercise of power agency which is named Los Angeles Community Choice Energy Authority. Pursuant to Sections 6506 and 6507 of the Act, the Authority is a public agency separate from the Parties. The debts, liabilities or obligations of the Authority shall not be debts, liabilities or obligations of the individual Parties unless the governing body of a Party agrees in writing to assume any of the debts, liabilities or obligations of the Authority. The jurisdiction of the

LOS ANGELES COMMUNITY CHOICE ENERGY – JOINT POWERS AGREEMENT

Authority shall be all territory within the geographic boundaries of the Parties; however the Authority may, as authorized under applicable law, undertake any action outside such geographic boundaries as is necessary and incidental to the accomplishment of its purpose.

- 2.3 **Initial Participants.** In addition to Parties executing this Agreement on or prior to the Effective Date, any incorporated municipality, county, or other eligible public agency may become a Party and recognized as an Initial Participant provided during the first 180 days after the Effective Date it executes this Agreement and delivers an executed copy of this Agreement and a copy of the adopted ordinance required by Public Utilities Code Section 366.2(c)(12) to the Authority. All Initial Participants to this Agreement shall be required to commence electric service as soon as practicable, as determined by the Board.

- 2.4 **Purpose.** The purpose and objectives of this Agreement are to establish the Authority, to provide for its governance and administration, and to define the rights and obligations of the Parties. This Agreement authorizes the Authority to provide a means by which the Parties can more effectively develop and implement sustainable energy initiatives that reduce energy demand, increase energy efficiency, and advance the use of clean, efficient, and renewable resources in the region for the benefit of the Parties and their constituents, including, but not limited to, establishing and operating a Community Choice Aggregation program.

- 2.5 **Addition of Parties.** After 180 days from the Effective Date any incorporated municipality, county, or other public agency may become a Party to this Agreement if all of the following conditions are met:
 - 2.5.1 The adoption of a resolution of the Board admitting the public agency to the Authority;

 - 2.5.2 The adoption by an affirmative vote of the Board satisfying the requirements described in Section 4.10 (Board Voting) of this Agreement, of a resolution authorizing membership into the Authority and establishing its pro rata share of organizational, planning and other pre-existing expenditures, and describing additional conditions, if any, associated with membership;

 - 2.5.3 The adoption by the public agency of an ordinance required by Public Utilities Code Section 366.2(c)(12) and approval and execution of this Agreement and other necessary program agreements by the public agency;

 - 2.5.4 Payment of the membership payment, if any; and

 - 2.5.5 Satisfaction of any reasonable conditions established by the Board.

LOS ANGELES COMMUNITY CHOICE ENERGY – JOINT POWERS AGREEMENT

Pursuant to this Section 2.5 (Addition of Parties), all parties shall be required to commence electric service as soon as is practicable, as determined by the Board, as a condition to becoming a Party to this Agreement.

- 2.6 **Continuing Participation.** The Parties acknowledge that membership in the Authority may change by the addition, withdrawal and/or termination of Parties. The Parties agree to participate with such other Parties as may later be added, as described in Section 2.5 (Addition of Parties) of this Agreement. The Parties also agree that the withdrawal or termination of a Party shall not affect this Agreement or the remaining Parties' continuing obligations under this Agreement.

3. POWERS

- 3.1 **General Powers.** The Authority shall have the powers common to the Parties and which are necessary or convenient to the accomplishment of the purposes of this Agreement, subject to the restrictions set forth in Section 3.4 (Limitation on Powers) of this Agreement. As provided in the Act, the Authority shall be a public agency separate and apart from the Parties.
- 3.2 **Specific Powers.** The Authority shall have all powers common to the Parties and such additional powers accorded to it by law. The Authority is authorized, in its own name, to exercise all powers and do all acts necessary and proper to carry out the provisions of this Agreement and fulfill its purposes, including, but not limited to, each of the following:
- 3.2.1 make and enter into contracts;
 - 3.2.2 employ agents and employees, including but not limited to an Executive Director;
 - 3.2.3 acquire, contract, manage, maintain, and operate any buildings, works or improvements;
 - 3.2.4 acquire property by eminent domain, or otherwise, except as limited under Section 6508 of the Act, and to hold or dispose of any property;
 - 3.2.5 lease any property;
 - 3.2.6 sue and be sued in its own name;
 - 3.2.7 incur debts, liabilities, and obligations, including but not limited to loans from private lending sources pursuant to its temporary borrowing powers authorized by law pursuant to Government Code Section 53850 et seq. and authority under the Act;
 - 3.2.8 issue revenue bonds and other forms of indebtedness;

LOS ANGELES COMMUNITY CHOICE ENERGY – JOINT POWERS AGREEMENT

- 3.2.9 apply for, accept, and receive all licenses, permits, grants, loans or other aids from any federal, state or local public agency;
- 3.2.10 form independent corporations or entities, if necessary to carry out energy supply and energy conservation programs at the lowest possible cost or to take advantage of legislative or regulatory changes;
- 3.2.11 submit documentation and notices, register, and comply with orders, tariffs and agreements for the establishment and implementation of the CCA Program and other energy programs;
- 3.2.12 adopt rules, regulations, policies, bylaws and procedures governing the operation of the Authority ("Operating Policies and Procedures"); and
- 3.2.13 make and enter into service agreements relating to the provision of services necessary to plan, implement, operate and administer the CCA Program and other energy programs, including the acquisition of electric power supply and the provision of retail and regulatory support services.
- 3.3 **Additional Powers to be Exercised.** In addition to those powers common to each of the Parties, the Authority shall have those powers that may be conferred upon it as a matter of law and by subsequently enacted legislation.
- 3.4 **Limitation on Powers.** As required by Section 6509 of the Act, the powers of the Authority are subject to the restrictions upon the manner of exercising power possessed by the County of Los Angeles.
- 3.5 **Obligations of the Authority.** The debts, liabilities, and obligations of the Authority shall not be the debts, liabilities, and obligations of the Parties unless the governing body of a Party agrees in writing to assume any of the debts, liabilities, and obligations of the Authority. In addition, pursuant to the Act, no Director shall be personally liable on the bonds or subject to any personal liability or accountability by reason of the issuance of bonds.

3.6 **Compliance with the Political Reform Act and Government Code**
Section 1090. The Authority and its officers and employees shall comply with the Political Reform Act (Government Code Section 81000 et seq.) and Government Code Section 1090 et seq. The Board shall adopt a Conflict of Interest Code pursuant to Government Code Section 87300. The Board may adopt additional conflict of interest regulations in the Operating Policies and Procedures.

4. GOVERNANCE

- 4.1 **Board of Directors.** The governing body of the Authority shall be a Board of Directors ("Board") consisting of one director for each Party appointed in accordance with Section 4.2 (Appointment and Removal of Directors) of this

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Agreement. The Board, in consultation with the Executive Director, may determine at any time to consider options to reduce the size of the Board if it determines that the efficient functioning and operation of the Board would be improved by having a smaller number of Directors. Any such change to the size of the Board would require amendment of this Joint Powers Agreement in accordance with Section 4.11 (Special Voting).

4.2 Appointment and Removal of Directors. The Directors shall be appointed and may be removed as follows:

4.2.1 The governing body of each Party shall appoint and designate in writing one regular Director who shall be authorized to act for and on behalf of the Party on matters within the powers of the Authority. The governing body of each Party shall appoint and designate in writing up to two alternate Directors who may vote on matters when the regular Director is absent from a Board meeting. The person appointed and designated as the regular Director shall be an elected or appointed member of the governing body of the Party. The persons appointed and designated as the alternate Directors may be an elected or appointed member of the governing body of the Party, an appointed member of an advisory body of the Party, a staff member of the Party or a member of the public who meets the criteria below. All Directors and alternates shall be subject to the Board's adopted Conflict of Interest Code.

(a) Any alternate Director that is a member of the public must have demonstrated knowledge in energy-related matters through significant experience in either: 1) an electric utility or company, agency, or nonprofit providing services to a utility, 2) a regulatory agency or local government body overseeing an electric utility or a company, agency, or nonprofit providing services to such an agency, 3) an academic or nonprofit organization engaged in research and/or advocacy related to the electric sector.

4.2.2 The Operating Policies and Procedures, to be developed and approved by the Board in accordance with Section 3.2.12 (Specific Powers), shall specify the reasons for and process associated with the removal of an individual Director for cause. Notwithstanding the foregoing, no Party shall be deprived of its right to seat a Director on the Board and any such Party for which its Director and/or alternate Directors have been removed may appoint a replacement.

4.3 Terms of Office. Each regular and alternate Director shall serve at the pleasure of the governing body of the Party that the Director represents, and may be removed as Director by such governing body at any time. If at any time a vacancy occurs on the Board, the affected Party shall appoint to fill the position of

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the previous Director within 90 days of the date that such position becomes vacant.

4.4 **Purpose of Board.** The general purpose of the Board is to:

- 4.4.1 Provide structure for administrative and fiscal oversight;
- 4.4.2 Retain an Executive Director to oversee day-to-day operations;
- 4.4.3 Retain legal counsel;
- 4.4.4 Identify and pursue funding sources;
- 4.4.5 Set policy;
- 4.4.6 Maximize the utilization of available resources; and
- 4.4.7 Oversee all Committee activities.

4.5 **Specific Responsibilities of the Board.** The specific responsibilities of the Board shall be as follows:

- 4.5.1 Identify Party needs and requirements;
- 4.5.2 Formulate and adopt the budget prior to the commencement of the fiscal year;
- 4.5.3 Develop and implement a financing and/or funding plan for ongoing Authority operations;
- 4.5.4 Retain necessary and sufficient staff and adopt personnel and compensation policies, rules and regulations;
- 4.5.5 Adopt rules for procuring supplies, equipment, and services;
- 4.5.6 Adopt rules for the disposal of surplus property;
- 4.5.7 Establish standing and ad hoc committees as necessary to ensure that the interests and concerns of each Party are represented and to ensure operational, technical, and financial issues are thoroughly researched and analyzed;
- 4.5.8 The setting of retail rates for power sold by the Authority and the setting of charges for any other category of retail service provided by the Authority;
- 4.5.9 Termination of the CCA Program;

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- 4.5.10 Address any concerns of consumers and customers;
- 4.5.11 Conduct and oversee Authority audits at intervals not to exceed three years;
- 4.5.12 Arrange for an annual independent fiscal audit;
- 4.5.13 Adopt such bylaws, rules and regulations as are necessary or desirable for the purposes hereof; provided that nothing in the bylaws, rules and regulations shall be inconsistent with this Agreement;
- 4.5.14 Exercise the Specific Powers identified in Sections 3.2 and 4.6 except as the Board may elect to delegate to the Executive Director; and
- 4.5.15 Discharge other duties as appropriate or required by statute.
- 4.6 **Startup Responsibilities.** The Authority shall have the duty to do the following within one year of the Effective Date of the Agreement:
 - 4.6.1 To adopt an implementation plan prepared by the County of Los Angeles, pursuant to Public Utilities Code Section 366.2(c)(3), for electrical load aggregation;
 - 4.6.2 To prepare a statement of intent, pursuant to Public Utilities Code Section 366.2(c)(4), for electrical load aggregation;
 - 4.6.3 To encourage other qualified public agencies to participate in the Authority;
 - 4.6.4 To obtain financing and/or funding as is necessary or desirable;
 - 4.6.5 To evaluate the need for, acquire, and maintain insurance.
- 4.7 **Meetings and Special Meetings of the Board.** The Board shall hold at least one regular meeting per year but the Board may provide for the holding of regular meetings at more frequent intervals. The date, hour and place of each regular meeting shall be fixed by resolution or ordinance of the Board. Regular meetings may be adjourned to another meeting time. Special meetings of the Board may be called in accordance with the provisions of Government Code Section 54956. Directors may participate in meetings telephonically, with full voting rights, only to the extent permitted by law.
- 4.8 **Brown Act Applicable.** All meetings of the Board shall be conducted in accordance with the provisions of the Ralph M. Brown Act (Government Code Section 54950, et seq.).
- 4.9 **Quorum; Approvals.** A majority of the Directors shall constitute a quorum, except that less than a quorum may adjourn from time to time in accordance with

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law. The affirmative votes of a majority of the Directors who are present at the subject meeting shall be required to take any action by the Board.

4.10 Board Voting.

4.10.1 Percentage Vote. Each Director shall have one vote. Action of the Board on all matters shall require an affirmative vote of a majority of all Directors who are present at the subject meeting, except when a supermajority vote is expressly required by this Agreement. When a supermajority vote is required under Section 4.11 (Special Voting), action of the Board shall require an affirmative vote of the specified supermajority of all Directors who are present at the subject meeting. All votes taken pursuant to this Section 4.10.1 shall be referred to as a percentage vote. Notwithstanding the foregoing, in the event of a tie in a percentage vote, the Board can break the tie and act upon an affirmative voting shares vote as described in section 4.10.2 (Voting Shares Vote).

4.10.2 Voting Shares Vote. In addition to and immediately after an affirmative percentage vote three or more Directors may request that a vote of the voting shares shall be held. In such event, the corresponding voting shares, as described in section 4.10.3, of all Directors voting in order to take an action shall exceed 50%, or such other higher voting shares percentage expressly required by this Agreement or the Operating Policies and Procedures of all Directors who are present at the subject meeting. All votes taken pursuant to this Section 4.10.2 shall be referred to as a voting shares vote. In the event that any one Director has a voting share that equals or exceeds that which is necessary to disapprove the matter being voted on by the Board, at least one other Director shall be required to vote in the negative in order to disapprove such matter. When a voting shares vote is held, action by the Board requires both an affirmative percentage vote and an affirmative voting shares vote.

4.10.3 Voting Shares Formula. When a voting shares vote is requested by three or more Directors, voting shares of the Directors shall be determined by the following formula:

(Annual Energy Use/Total Annual Energy) multiplied by 100, where (a) "Annual Energy Use" means (i) with respect to the first two years following the Effective Date, the annual electricity usage, expressed in kilowatt hours ("kWh"), within the Party's respective jurisdiction and (ii) with respect to the period after the second anniversary of the Effective Date, the annual electricity usage, expressed in kWh, of accounts within a Party's respective jurisdiction that are served by the Authority and (b) "Total Annual Energy" means the sum of all Parties' Annual Energy Use.

LOS ANGELES COMMUNITY CHOICE ENERGY – JOINT POWERS AGREEMENT**4.11 Special Voting.**

4.11.1 Except as provided below, matters that require Special Voting as described in this Section shall require 72 hours prior notice to any Brown Act meeting or special meeting. Two-thirds vote (or such greater vote as required by state law) of the appointed Directors shall be required to take any action on the following:

- (a) Change the designation of Treasurer or Auditor of the Authority;
- (b) Issue bonds or other forms of debt;
- (c) Exercise the power of eminent domain, subject to prior approval by the passage of an authorizing ordinance or other legally sufficient action by the affected Party; and
- (d) Amend this Agreement or adopt or amend the bylaws of the Authority. At least 30 days advance notice shall be provided for such actions. The Authority shall also provide prompt written notice to all Parties of the action taken and enclose the adopted or modified documents.

5. INTERNAL ORGANIZATION

5.1 **Chair and Vice Chair.** For each fiscal year, the Board shall elect a Chair and Vice Chair from among the Directors. The term of office of the Chair and Vice Chair shall continue for one year, but there shall be no limit on the number of terms held by either the Chair or Vice Chair. The Chair shall be the presiding officer of all Board meetings, and the Vice Chair shall serve in the absence of the Chair. The Chair shall sign all contracts on behalf of the Authority, and shall perform such other duties as may be imposed by the Board. In the absence of the Chair, the Vice-Chair shall sign contracts and perform all of the Chair's duties. The office of the Chair or Vice Chair shall be declared vacant and a new selection shall be made if: (a) the person serving dies, resigns, or the Party that the person represents removes the person as its representative on the Board, or (b) the Party that he or she represents withdraws from the Authority pursuant to the provisions of this Agreement. Upon a vacancy, the position shall be filled at the next regular meeting of the Board held after such vacancy occurs or as soon as practicable thereafter. Succeeding officers shall perform the duties normal to said offices.

5.2 **Secretary.** The Board shall appoint a Secretary, who need not be a member of the Board, who shall be responsible for keeping the minutes of all meetings of the Board and all other office records of the Authority.

5.3 **Treasurer.** The Board shall appoint a qualified person to act as the Treasurer, who need not be a member of the Board. Unless otherwise exempted from such

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requirement, the Authority shall cause an independent audit to be made by a certified public accountant, or public accountant, in compliance with Section 6506 of the Act. The Treasurer shall act as the depositary of the Authority and have custody of all the money of the Authority, from whatever source, and as such, shall have all of the duties and responsibilities specified in Section 6505.5 of the Act. The Board may require the Treasurer to file with the Authority an official bond in an amount to be fixed by the Board, and if so requested the Authority shall pay the cost of premiums associated with the bond. The Treasurer shall report directly to the Board and shall comply with the requirements of treasurers of incorporated municipalities. The Board may transfer the responsibilities of Treasurer to any person or entity as the law may provide at the time.

- 5.4 **Auditor.** The Board shall appoint a qualified person to act as the Auditor, who shall not be a member of the Board. The Board may require the Auditor to file with the Authority an official bond in an amount to be fixed by the Board, and if so requested the Authority shall pay the cost of premiums associated with the bond.
- 5.5 **Executive Director.** The Board shall appoint an Executive Director for the Authority, who shall be responsible for the day-to-day operation and management of the Authority and the CCA Program. The Executive Director may exercise all powers of the Authority, except those powers specifically reserved to the Board including but not limited to those set forth in Section 4.5 (Specific Responsibilities of the Board) of this Agreement or the Operating Policies and Procedures, or those powers which by law must be exercised by the Board. The Executive Director may enter into and execute any Energy Contract, in accordance with criteria and policies established by the Board.
- 5.6 **Bonding of Persons Having Access to Property.** Pursuant to the Act, the Board shall designate the public officer or officers or person or persons who have charge of, handle, or have access to any property of the Authority exceeding a value as established by the Board, and shall require such public officer or officers or person or persons to file an official bond in an amount to be fixed by the Board.
- 5.7 **Other Employees/Agents.** The Board shall have the power by resolution to hire employees or appoint or retain such other agents, including officers, loan-out employees, or independent contractors, as may be necessary or desirable to carry-out the purpose of this Agreement.
- 5.8 **Privileges and Immunities from Liability.** All of the privileges and immunities from liability, exemption from laws, ordinances and rules, all pension, relief, disability, workers' compensation and other benefits which apply to the activities of officers, agents or employees of a public agency when performing their respective functions shall apply to the officers, agents or employees of the Authority to the same degree and extent while engaged in the performance of any of the functions and other duties of such officers, agents or employees under this

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Agreement. None of the officers, agents or employees directly employed by the Board shall be deemed, by reason of their employment by the Authority to be employed by the Parties or by reason of their employment by the Authority, to be subject to any of the requirements of the Parties.

- 5.9 **Commissions, Boards and Committees.** The Board may establish any advisory commissions, boards and committees as the Board deems appropriate to assist the Board in carrying out its functions and implementing the CCA Program, other energy programs and the provisions of this Agreement. The Board may establish rules, regulations, policies, bylaws or procedures to govern any such commissions, boards, or committees and shall determine whether members shall be compensated or entitled to reimbursement for expenses.

5.9.1 The Board shall establish the following Advisory Committees:

- (a) **Executive Committee.** The Board shall establish an executive committee consisting of a smaller number of Directors. The Board may delegate to the Executive Committee's such authority as the Board might otherwise exercise, except that the Board may not delegate authority regarding certain essential functions, including but not limited to, approving the fiscal year budget or hiring or firing the Executive Director, and other functions as provided in the Operating Policies and Procedures. The Board may not delegate to the Executive Committee or any other committee its authority under Section 3.2.12 to adopt and amend the Operating Policies and Procedures.
- (b) **Finance Committee.** The Board shall establish a finance committee consisting of a smaller number of Directors. The primary purpose of the Finance Committee is to review and recommend to the Board:
 - (1) A funding plan;
 - (2) A fiscal year budget;
 - (3) Financial policies and procedures to ensure equitable contributions by Parties;
 - (4) Such other responsibilities as provided in the Operating Policies and Procedures, including but not limited to policies, rules and regulations governing investment of surplus funds, and selection and designation of financial institutions for deposit of Authority funds.
- (c) **Community Advisory Committee.** The Board shall establish a community advisory committee comprised of members of the

LOS ANGELES COMMUNITY CHOICE ENERGY – JOINT POWERS AGREEMENT

public representing key stakeholder communities. The primary purpose of the Community Advisory Committee shall be to provide a venue for ongoing citizen support and engagement in the operations of the Authority.

(d) **Meetings of the Advisory Committees.** All meetings of the Advisory Committees shall be held in accordance with the Ralph M. Brown Act. For the purposes of convening meetings and conducting business, unless otherwise provided in the bylaws, a majority of the members of the Advisory Committee shall constitute a quorum for the transaction of business, except that less than a quorum or the secretary of each Advisory Committee may adjourn meetings from time-to-time. As soon as practicable, but no later than the time of posting, the Secretary of the Advisory Committee shall provide notice and the agenda to each Party, Director and Alternate Directors.

(e) **Officers of Advisory Committees.** Unless otherwise determined by the Board, each Advisory Committee shall choose its officers, comprised of a Chairperson, a Vice-Chairperson and a Secretary.

6. IMPLEMENTATION ACTION AND AUTHORITY DOCUMENTS

6.1 Preliminary Implementation of the CCA Program.

6.1.1 **Enabling Ordinance.** In addition to the execution of this Agreement, each Party shall adopt an ordinance in accordance with Public Utilities Code Section 366.2(c)(12) for the purpose of specifying that the Party intends to implement a CCA Program by and through its participation in the Authority.

6.1.2 **Implementation Plan.** The Authority shall cause to be prepared and secure Board approval of an Implementation Plan meeting the requirements of Public Utilities Code Section 366.2 and any applicable Public Utilities Commission regulations as soon after the Effective Date as reasonably practicable. .

6.1.3 **Termination of CCA Program.** Nothing contained in this Section 6 or this Agreement shall be construed to limit the discretion of the Authority to terminate the implementation or operation of the CCA Program at any time in accordance with any applicable requirements of state law.

6.2 **Authority Documents.** The Parties acknowledge and agree that the affairs of the Authority will be implemented through various documents duly adopted by the Board through Board resolution or minute action, including but not necessarily limited to the Operating Policies and Procedures, the annual budget, and specified plans and policies defined as the Authority Documents by this Agreement. The

LOS ANGELES COMMUNITY CHOICE ENERGY – JOINT POWERS AGREEMENT

Parties agree to abide by and comply with the terms and conditions of all such Authority Documents that may be adopted by the Board, subject to the Parties' right to withdraw from the Authority as described in Section 8 (Withdrawal and Termination) of this Agreement.

7. FINANCIAL PROVISIONS

7.1 **Fiscal Year.** The Authority's fiscal year shall be 12 months commencing July 1 and ending June 30. The fiscal year may be changed by Board resolution.

7.2 **Depository.**

7.2.1 All funds of the Authority shall be held in separate accounts in the name of the Authority and not commingled with funds of any Party or any other person or entity.

7.2.2 All funds of the Authority shall be strictly and separately accounted for, and regular reports shall be rendered of all receipts and disbursements, at least quarterly during the fiscal year. The books and records of the Authority shall be open to inspection and duplication by the Parties at all reasonable times. The Board shall contract with a certified public accountant or public accountant to make an annual audit of the accounts and records of the Authority, which shall be conducted in accordance with the requirements of Section 6506 of the Act.

7.2.3 All expenditures shall be made in accordance with the approved budget and upon the approval of any officer so authorized by the Board in accordance with its Operating Policies and Procedures. The Treasurer shall draw checks or warrants or make payments by other means for claims or disbursements not within an applicable budget only upon the prior approval of the Board.

7.3 **Budget and Recovery Costs.**

7.3.1 **Budget.** The initial budget shall be approved by the Board. The Board may revise the budget from time to time as may be reasonably necessary to address contingencies and unexpected expenses. All subsequent budgets of the Authority shall be prepared and approved by the Board in accordance with the Operating Policies and Procedures.

7.3.2 **Funding of Initial Costs.** Subject to the approval of the Board of Supervisors, the County of Los Angeles has agreed to provide up to \$10 million for funding Initial Costs in establishing the Authority and implementing the CCA Program. In the event that the CCA Program becomes operational, the County of Los Angeles shall be reimbursed for the Initial Costs. The County and the Authority will execute an agreement specifying the terms and conditions of the Initial Costs provided by the

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County, including but not limited to: (a) Repayment of this amount, which shall be first priority in relation to all other indebtedness of the Authority; and (b) authorization for the County Auditor-Controller to conduct an audit of the Authority's books and records (including personnel records, as necessary) and/or investigation, following reasonable advance notice from the County, to ensure compliance with the terms and conditions of the agreement. The Authority may establish a reasonable time period over which such costs are recovered. In the event that the CCA Program does not become operational, the County shall not be entitled to any reimbursement of the Initial Costs they have paid from the Authority or any other Party.

7.3.3 **Program Costs.** The Parties desire that, to the extent reasonably practicable, all costs incurred by the Authority that are directly or indirectly attributable to the provision of electric services under the CCA Program, including the establishment and maintenance of various reserve and performance funds, shall be recovered through charges to CCA customers receiving such electric services.

7.3.4 **General Costs.** Costs that are not directly or indirectly attributable to the provision of electric services under the CCA Program, as determined by the Board, shall be defined as general costs. General costs shall be shared among the Parties on such bases as the Board shall determine pursuant to the Authority documents.

7.4 **Contributions.** Parties are not required under this Agreement to make any financial contributions. Consumers may subscribe as customers of the Authority pursuant to the Act and outside of this Agreement and through their on-bill selections.

7.4.1 A Party may, in the appropriate circumstance, and when agreed-to:

- (a) Make contributions from its treasury for the purposes set forth in this Agreement;
- (b) Make payments of public funds to defray the cost of the purposes of the Agreement and Authority;
- (c) Make advances of public funds for such purposes, such advances to be repaid as provided by written agreement; or
- (d) Use its personnel, equipment or property in lieu of other contributions or advances.
- (e) No Party shall be required to adopt any tax, assessment, fee or charge under any circumstances.

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- 7.5 **Accounts and Reports.** The Treasurer shall establish and maintain such funds and accounts as may be required by good accounting practice or by any provision of any trust agreement entered into with respect to the proceeds of any bonds issued by the Authority. The books and records of the Authority in the hands of the Treasurer shall be open to inspection and duplication at all reasonable times by duly appointed representatives of the Parties. The Treasurer, within 180 days after the close of each fiscal year, shall give a complete written report of all financial activities for such fiscal year to the Parties.
- 7.6 **Funds.** The Treasurer shall receive, have custody of and/or disburse Authority funds in accordance with the laws applicable to public agencies and generally accepted accounting practices, and shall make the disbursements required by this Agreement in order to carry out any of the purposes of this Agreement.

8. WITHDRAWAL AND TERMINATION

8.1 Withdrawal

- 8.1.1 **Withdrawal by Parties.** Any Party may withdraw its membership in the Authority, effective as of the beginning of the Authority's fiscal year, by giving no less than 180 days advance written notice of its election to do so, which notice shall be given to the Authority and each Party. Withdrawal of a Party shall require an affirmative vote of the Party's governing board.
- 8.1.2 **Amendment.** Notwithstanding Section 8.1.1 (Withdrawal by Parties) of this Agreement, a Party may withdraw its membership in the Authority upon approval and execution of an amendment to this Agreement provided that the requirements of this Section 8.1.2 are strictly followed. A Party shall be deemed to have withdrawn its membership in the Authority effective 180 days after the Board approves an amendment to this Agreement if the Director representing such Party has provided notice to the other Directors immediately preceding the Board's vote of the Party's intention to withdraw its membership in the Authority should the amendment be approved by the Board.
- 8.1.3 **Continuing Liability; Further Assurances.** A Party that withdraws its membership in the Authority may be subject to certain continuing liabilities, as described in Section 8.4 (Continuing Liability; Refund) of this Agreement, including, but not limited to, Power Purchase Agreements. The withdrawing Party and the Authority shall execute and deliver all further instruments and documents, and take any further action that may be reasonably necessary, as determined by the Board, to effectuate the orderly withdrawal of such Party from membership in the Authority. The Operating Policies and Procedures shall prescribe the rights if any of a withdrawn Party to continue to participate in those Board

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discussions and decisions affecting customers of the CCA Program that reside or do business within the jurisdiction of the Party.

8.2 **Involuntary Termination.** This Agreement may be terminated with respect to a Party for material non-compliance with provisions of this Agreement or the Authority Documents upon an affirmative vote of the Board in which the minimum percentage vote and percentage voting shares, as described in Section 4.10 (Board Voting) of this Agreement, shall be no less than 67% excluding the vote and voting shares of the Party subject to possible termination. Prior to any vote to terminate this Agreement with respect to a Party, written notice of the proposed termination and the reason(s) for such termination shall be delivered to the Party whose termination is proposed at least 30 days prior to the regular Board meeting at which such matter shall first be discussed as an agenda item. The written notice of proposed termination shall specify the particular provisions of this Agreement or the Authority Documents that the Party has allegedly violated. The Party subject to possible termination shall have the opportunity at the next regular Board meeting to respond to any reasons and allegations that may be cited as a basis for termination prior to a vote regarding termination. A Party that has had its membership in the Authority terminated may be subject to certain continuing liabilities, as described in Section 8.4 (Continuing Liability; Refund) of this Agreement. In the event that the Authority decides to not implement the CCA Program, the minimum percentage vote of 67% shall be conducted in accordance with Section 4.10 (Board Voting) of this Agreement.

8.3 **Mutual Termination.** This Agreement may be terminated by mutual agreement of all the Parties; provided, however, the foregoing shall not be construed as limiting the rights of a Party to withdraw its membership in the Authority, and thus terminate this Agreement with respect to such withdrawing Party, as described in Section 8.1 (Withdrawal) of this Agreement.

8.4 **Continuing Liability; Refund.** Upon a withdrawal or involuntary termination of a Party, the Party shall remain responsible for any claims, demands, damages, or liabilities arising from the Party's membership in the Authority through the date of its withdrawal or involuntary termination, it being agreed that the Party shall not be responsible for any claims, demands, damages, or liabilities arising after the date of the Party's withdrawal or involuntary termination. In addition, such Party also shall be responsible for any costs or obligations associated with the Party's participation in any program in accordance with the provisions of any agreements relating to such program provided such costs or obligations were incurred prior to the withdrawal of the Party. The Authority may withhold funds otherwise owing to the Party or may require the Party to deposit sufficient funds with the Authority, as reasonably determined by the Authority, to cover the Party's liability for the costs described above. Any amount of the Party's funds held on deposit with the Authority above that which is required to pay any liabilities or obligations shall be returned to the Party.

LOS ANGELES COMMUNITY CHOICE ENERGY – JOINT POWERS AGREEMENT

- 8.5 **Disposition of Authority Assets.** Upon termination of this Agreement and dissolution of the Authority by all Parties, and after payment of all obligations of the Authority, the Board:

8.5.1 May sell or liquidate Authority property; and

8.5.2 Shall distribute assets to Parties in proportion to the contributions made by the existing Parties.

Any assets provided by a Party to the Authority shall remain the asset of that Party and shall not be subject to distribution under this section.

9. MISCELLANEOUS PROVISIONS

- 9.1 **Dispute Resolution.** The Parties and the Authority shall make reasonable efforts to settle all disputes arising out of or in connection with this Agreement. Before exercising any remedy provided by law, a Party or the Parties and the Authority shall engage in nonbinding mediation or arbitration in the manner agreed upon by the Party or Parties and the Authority. The Parties agree that each Party may specifically enforce this section 9.1 (Dispute Resolution). In the event that nonbinding mediation or arbitration is not initiated or does not result in the settlement of a dispute within 60 days after the demand for mediation or arbitration is made, any Party and the Authority may pursue any remedies provided by law.

- 9.2 **Liability of Directors, Officers, and Employees.** The Directors, officers, and employees of the Authority shall use ordinary care and reasonable diligence in the exercise of their powers and in the performance of their duties pursuant to this Agreement. No current or former Director, officer, or employee will be responsible for any act or omission by another Director, officer, or employee.

The Authority shall defend, indemnify and hold harmless the individual current and former Directors, officers, and employees for any acts or omissions in the scope of their employment or duties in the manner provided by Government Code Section 995 et seq. Nothing in this section shall be construed to limit the defenses available under the law, to the Parties, the Authority, or its Directors, officers, or employees.

- 9.3 **Indemnification of Parties.** The Authority shall acquire such insurance coverage as is necessary to protect the interests of the Authority, the Parties and the public. The Authority shall defend, indemnify and hold harmless the Parties and each of their respective governing board members, officers, agents and employees, from any and all claims, losses, damages, costs, injuries and liabilities of every kind arising directly or indirectly from the conduct, activities, operations, acts and omissions of the Authority under this Agreement.

- 9.4 **Notices.** Any notice required or permitted to be made hereunder shall be in writing and shall be delivered in the manner prescribed herein at the principal

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place of business of each Party. The Parties may give notice by (1) personal delivery; (2) e-mail; (3) U.S. Mail, first class postage prepaid, or a faster delivery method; or (4) by any other reasonable method deemed appropriate by the Board.

Upon providing written notice to all Parties, any Party may change the designated address or e-mail for receiving notice.

All written notices or correspondence sent in the described manner will be deemed given to a party on whichever date occurs earliest: (1) the date of personal delivery; (2) the third business day following deposit in the U.S. mail, when sent by “first class” mail; or (3) the date of transmission, when sent by e-mail or facsimile.

- 9.5 **Successors.** This Agreement shall be binding upon and shall inure to the benefit of the successors of each Party.
- 9.6 **Assignment.** Except as otherwise expressly provided in this Agreement, the rights and duties of the Parties may not be assigned or delegated without the advance written consent of all of the other Parties, and any attempt to assign or delegate such rights or duties in contravention of this Section 9.6 shall be null and void. This Agreement shall inure to the benefit of, and be binding upon, the successors and assigns of the Parties. This Section 9.6 does not prohibit a Party from entering into an independent agreement with another agency, person, or entity regarding the financing of that Party's contributions to the Authority, or the disposition of the proceeds which that Party receives under this Agreement, so long as such independent agreement does not affect, or purport to affect, the rights and duties of the Authority or the Parties under this Agreement.
- 9.7 **Severability.** If any one or more of the terms, provisions, promises, covenants, or conditions of this Agreement were adjudged invalid or void by a court of competent jurisdiction, each and all of the remaining terms, provisions, promises, covenants, and conditions of this Agreement shall not be affected thereby and shall remain in full force and effect to the maximum extent permitted by law.
- 9.8 **Governing Law.** This Agreement is made and to be performed in the State of California, and as such California substantive and procedural law shall apply.
- 9.9 **Headings.** The section headings herein are for convenience only and are not to be construed as modifying or governing the language of this Agreement.
- 9.10 **Counterparts.** This Agreement may be executed in any number of counterparts, and upon execution by all Parties, each executed counterpart shall have the same force and effect as an original instrument and as if all Parties had signed the same instrument. Any signature page of this Agreement may be detached from any counterpart of this Agreement without impairing the legal effect of any signatures thereon, and may be attached to another counterpart of this Agreement identical in form hereto but having attached to it one or more signature pages.

LOS ANGELES COMMUNITY CHOICE ENERGY – JOINT POWERS AGREEMENT

- 9.11 **No Third Party Beneficiaries.** This Agreement and the obligations hereunder are not intended to benefit any party other than the Authority and its Parties, except as expressly provided otherwise herein. No entity that is not a signatory to this Agreement shall have any rights or causes of action against any party to this Agreement as a result of that party's performance or non-performance under this Agreement, except as expressly provided otherwise herein.
- 9.12 **Filing of Notice of Agreement.** Within 30 days after the Effective Date, or amendment thereto, the Secretary shall cause to be filed with the Secretary of State the notice of Agreement required by the Act.

IN WITNESS WHEREOF, each Party has caused this Agreement to be executed and attested by its proper officers thereunto duly authorized, its official seals to be hereto affixed, as follows:

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CITY COUNCIL
AGENDA REPORT

TYPE OF ITEM: Report
AGENDA ITEM NO.: 2

DATE: March 6, 2018

TO: City Council

THROUGH: Scott Whitney
Interim City Manager

FROM: Rosemarie Gaglione
Public Works Director

Rosemarie Gaglione

SUBJECT: La Colonia Green Alleys Grant Budget Appropriation (5/5/5)

CONTACT: Rosemarie Gaglione, Public Works Director
rosemarie.gaglione@oxnard.org, 385-8055

RECOMMENDATION:

That City Council:

1. Appropriate funds in the total amount of \$1,380,065 (grant and match) to implement the La Colonia Green Alleys project.
2. Approve a match of \$180,065, consisting of \$80,065 of in-kind contributions and a \$100,000 appropriation to project number 183104 – La Colonia Green Alleys project.

BACKGROUND

The Public Works Department submitted a grant application to the California Natural Resources Agency's Urban Greening Grant Program on May 1, 2017. The application requested funding to implement the La Colonia Green Alleys Project, with the goal of transforming existing public land into productive and multifunctional green spaces that offer walkable and bike-able routes for residents through safer and beautified corridors.

The City competed with 143 other applicants, with 39 projects being recommended for funding by the Agency for the state's Urban Greening Program. The La Colonia Green Alleys Project was one of the projects selected for funding, with the City being awarded \$1,200,000 in grant

funding. The proposed budget appropriation (Attachment E) shows the details of the grant award and the City's match.

The La Colonia Green Alleys Project

The La Colonia Green Alleys Project will implement initial components of the Oxnard Green Alleys Plan, including linking bicycle and pedestrian routes in order to provide the residents of the La Colonia neighborhood with improved active transportation access to downtown Oxnard and to Cesar Chavez and Ramona schools. The project will create a bicycle and pedestrian friendly corridor from Camino del Sol, through the La Colonia neighborhood, and on to Third Street. The proposed project will also have an east-west green alley corridor that will lead to Ramona and Cesar Chavez schools from Garfield Avenue. Attachment B is a map of the project. Attachment C shows an example design of a similar project.

The planned project includes green infrastructure elements, including permeable surfaces, bioswales, and trees, in order to capture stormwater and prevent pollution to Oxnard's groundwater and waterways that lead to the ocean. The project also integrates economic, social, and health benefits for the community by involving the Oxnard City Corps program through workforce education and work training efforts, by involving community volunteer groups, and by increasing options for bicycle and pedestrian-based physical activity. The project also increases safety in the alleys by integrating lighting.

A network of green alleys can serve as pedestrian and bicycle-friendly thoroughfares away from busy street traffic, and, of particular importance, create safe routes to school. Additionally, maintained green spaces have been shown to inspire neighborhood pride and improve residents' sense of community, in turn reducing graffiti and litter. Benefits to public health include increased opportunities for gardening, opportunities for recreation and play in a safe environment, and educational and environmental stewardship.

Linking to the Oxnard Green Alleys Plan

The concept for the La Colonia Green Alleys Project is based on the foundational work completed in 2015 with the Oxnard Green Alleys Plan. As part of the Oxnard Green Alleys Plan development process, the City held a series of community design workshops to introduce and refine the concept of "Green Alleys" in Oxnard. The plan developed various design options, and prioritized several different projects and neighborhoods. The overall goal of the Oxnard Green Alleys Plan is to plan for the transformation of existing public land into safe, productive, and multifunctional green spaces for residents to use. Additional potential benefits include the reduction of incidences of diet and inactivity-related illness. Attachment D is the Oxnard Green Alleys Plan.

The Oxnard Green Alleys Plan outlines options for creating usable open space, promoting physical activity, reducing crime and blight, enhancing stormwater management and fostering a sense of community. Implementing the recommendations set forth in the Green Alleys Plan will

work to achieve the following objectives in the La Colonia neighborhood:

- Support the creation of a vibrant, safe, sustainable, and attractive community – enriching destinations and corridors throughout the city that instill a sense of community by activating and engaging neighborhoods;
- Optimize environmental systems to reduce water and air pollutants and mitigate/adapt to the impacts of climate change;
- Achieve state, regional, and local sustainability goals through interdisciplinary planning and interagency collaboration; and
- Establish a model for leveraging public works investments to obtain funding for implementation and maintenance.

STRATEGIC PRIORITIES

This agenda item supports the Quality of Life strategy. The purpose of the Quality of Life strategy is to build relationships and create opportunities within the community for safe and vibrant neighborhoods, which will showcase the promising future of Oxnard. This item supports the following goals and objectives:

Goal 1. Improve community safety and quality of life through a combination of prevention, intervention, and suppression efforts that address crime and underlying issues.

Objective 1b. Explore alternatives for youth through recreation programs and intervention services.

Goal 3. Strengthen neighborhood development, and connect City, community and culture.

Objective 3a. Create a renewed focus on establishing a positive outlook and orientation of our City, neighborhoods and overall community.

Objective 3b. Empower and connect our Inter-Neighborhood Council Organizations (INCOs), Community Advisory Groups (CAGs) and Neighborhood Watch Program.

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to establish, preserve and improve our infrastructure and natural resources through effective planning, prioritization, and efficient use of available funding. This item supports the following goals and objectives:

Goal 5. Ensure orderly development and long-range conservation and management of our natural resources and coastal assets.

Objective 5a. Develop and implement a sustainability program.

FINANCIAL IMPACT

La Colonia Green Alleys Grant Budget Appropriation (5/5/5)

March 6, 2018

Page 4

This grant-funded project budget includes 13 percent matching funds. The total project cost is estimated at \$1,380,065. The City's match will be \$180,065, which consists of a \$50,000 appropriation from Air Pollution Buy-Down Funds (Fund 118), a \$50,000 appropriation from Streets Fund 105, \$12,885 in in-kind materials (mulch from Parks division) and an in-kind contribution of \$67,180 from potential Gas Tax and/or General Fund of existing budgeted staff time to support the project. The FY18 estimated undesignated fund balance for Street Maintenance Fund 105 is \$10.2 million and for Air Pollution Buy-Down Fund 118 is \$2.4 million. The funding awarded by the Agency for the project is \$1,200,000. Upon approval, federal grant revenue in the amount of \$1,200,000 will be recognized and appropriated to the Public Works Department project number 183104 La Colonia Green Alleys project, State / Local Multi-year Grant fund (219).

FUNDING SOURCE	AMOUNT	PERCENTAGE OF PROJECT
CALIFORNIA NATURAL RESOURCES AGENCY	\$1,200,000	87%
CITY OF OXNARD, AIR POLLUTION BUY-DOWN FUNDS (FUND 118)	\$50,000	3.5%
CITY OF OXNARD, STREET MAINTENANCE FUNDS (FUND 105)	\$50,000	3.5%
CITY OF OXNARD, EXISTING STAFF TIME SUPPORT	\$67,180	5%
CITY OF OXNARD, PARKS DIVISION IN-KIND MATERIALS (MULCH)	\$12,885	1%

ATTACHMENTS:

Attachment A: La Colonia Green Alleys Outreach Demonstration Event April 2017 Photos

Attachment B: La Colonia Green Alleys Site Plan

Attachment C: Oxnard Green Alleys Example

Attachment D: Oxnard Green Alleys Plan

Attachment E: La Colonia Green Alleys Project Budget Appropriation

Attachment F: Urban Greening Grant Award Letter





















LA COLONIA
GREEN ALLEY
NETWORK
Oxnard, California

KEY

- Alley proposed for improvements: Tier 1
- Alley proposed for improvements: Tier 2
- Pedestrian & cyclist connectivity improved through green alley development

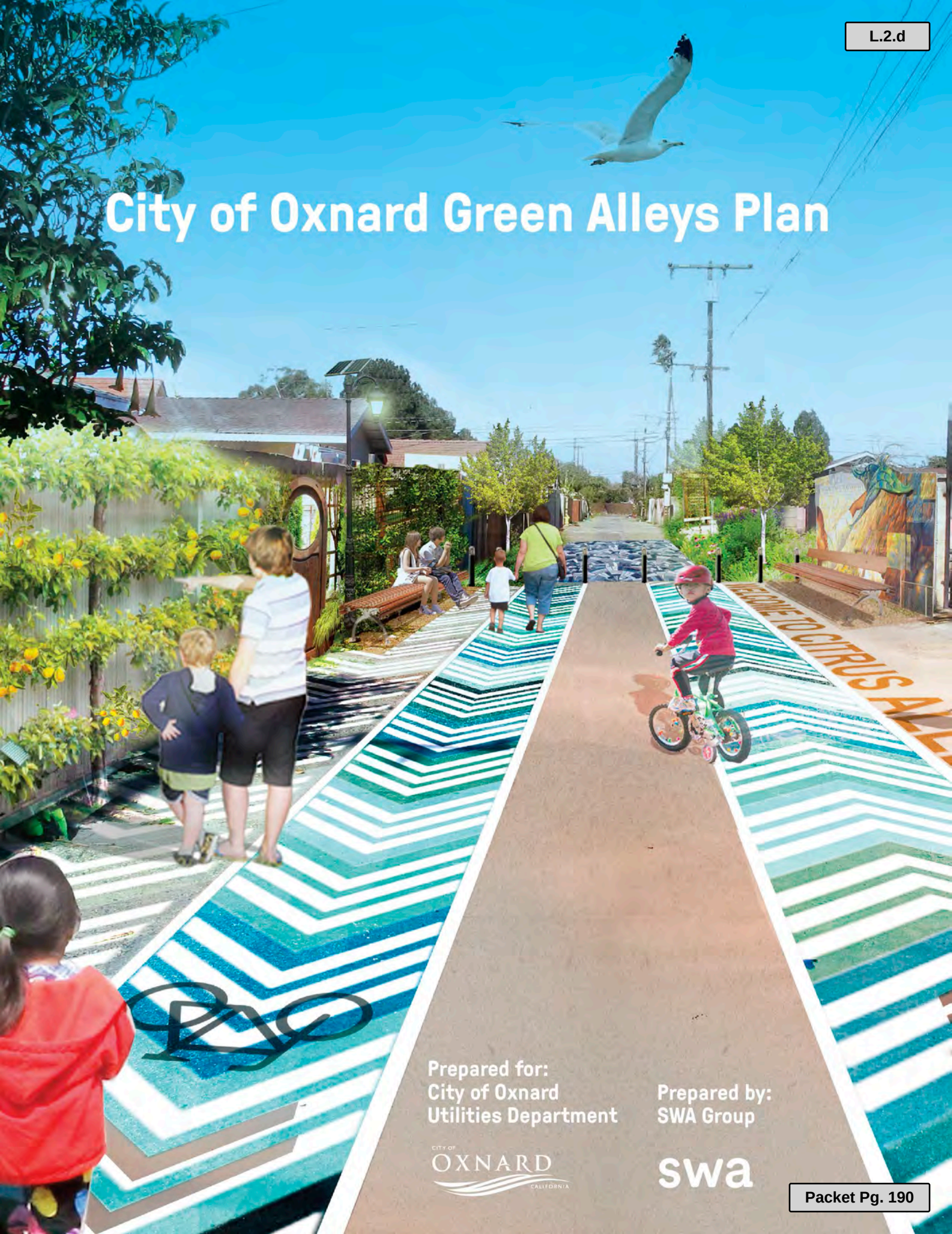




L.2.c

Packet Pg. 189

City of Oxnard Green Alleys Plan



Prepared for:
City of Oxnard
Utilities Department



Prepared by:
SWA Group



ACKNOWLEDGEMENTS

Prepared for
City of Oxnard

Prepared by
SWA Group

with
Oxnard City Corps
Kestrel Consulting Inc.
Stantec
Cumming

June 30, 2015

EXECUTIVE SUMMARY

Introduction

The City of Oxnard recognizes the potential that alley revitalization has to bring more amenities to the community and enhance the local environment. Supported by a Proposition 84 Urban Greening Grant from the State's Strategic Growth Council, the City is committed to developing a plan for greening its alleys. The *Oxnard Green Alleys Plan* provides a framework for the future development of green alley projects. It includes recommendations for the selection of suitable sites, guidelines and elements for their design, and recommendations for implementation.

This *Plan* has been developed for City staff to use as a tool for the continued planning and future design, implementation, and maintenance of green alleys. While primarily intended for City staff, City residents and property owners may also refer to this document for ideas and inspiration to collaborate with the City.

The primary approach set forth provides a base set of guidelines that serve as the foundation for every green alley project; and additional special guidelines, categorized by objective-oriented typologies, which supplement the base design. The typology guidelines should be mixed and matched to achieve multiple objectives, and should be selected based on the unique conditions of each green alley project.

Planning Context

Current planning and programs in Oxnard provide the policy setting within which the Oxnard Green Alleys Plan has been developed. The physical conditions, social dynamics, and policy framework that are present in Oxnard will determine where and how green alleys can best support the City's goals and the needs of its community.

Development of the Oxnard Green Alleys Plan has been guided by the following plans and programs, which are summarized in Chapter 2 of this document:

- Oxnard 2030 General Plan
- Downtown Strategic Plan
- Downtown Mobility and Parking Management Plan

- Bicycle and Pedestrian Facilities Master Plan
- City of Oxnard 2010 Urban Water Management Plan
- Public Works Integrated Master Plans
- Oxnard Downtown Management District
- Graffiti Action Program
- Ventura County Garden Share

Existing Conditions

Chapter 3 provides a summary of the existing biophysical and sociocultural conditions within the City of Oxnard that inform green alleys planning and design. Biophysical conditions considered include the following:

- **Topography:** The City of Oxnard is sited on the low-lying Oxnard Plain, with relatively flat terrain that gently slopes across the city from the northeast to the southwest, where it terminates at the Pacific Ocean. Elevations in Oxnard range from sea level to 80 feet.
- **Seismic activity:** Oxnard is not directly over any seismic faults, however it is in a seismically active region and is prone to earthquake-related risks such as surface rupture, ground shaking, liquefaction, and tsunamis.
- **Soils:** Alleys are located over the two primary soil associations in Oxnard. The Pico-Metz-Anacapa Association contains well-drained to excessively-drained soils, while the Camarillo-Hueneme-Pacheco Association contains poorly drained soils.
- **Climate:** Temperatures range from an average of 75 degrees Fahrenheit during the summer to an average of 65 degrees Fahrenheit in the winter. Most rainfall takes place between November and April; the average annual rainfall is 15 inches. The topography impacts climatic conditions and air quality in Oxnard; temperature inversions prevent the dispersal of pollutants that are emitted in low-lying areas.
- **Watersheds:** The City of Oxnard, and most of its alleys, lie primarily within the Ormond Beach Watershed. A northern portion of the city, which includes some alleys, is within the Santa Clara River Watershed, and a northeastern portion is in the Calleguas Creek Watershed.

- **Floodplains:** Alleys are not located in 100 year floodplains, but there are some within 500 year floodplains.
- **Stormdrain Network:** Stormwater runoff is conveyed in streets and alleys and collected into the gravity and force mains via curb inlets. Generally, the City's drainage patterns flows from a northerly to southerly direction, via the red line channels that convey the runoff directly or indirectly into the Pacific Ocean.
- **Vegetation and wildlife:** The City of Oxnard contains a number of habitat types; however, the majority of them are human-modified. Most of the city is urban or agricultural, although there are some native habitats present, primarily on the edges. Oxnard alleys are located in urban habitats containing a mix of native and exotic flora and fauna. Street trees are not distributed evenly throughout the City, and green alley projects have the ability to provide additional vegetation and its associated benefits to the neighborhoods that lack street trees.

Sociocultural conditions considered include the following:

- **Neighborhoods and communities:** The City of Oxnard identifies 56 neighborhoods, grouped within eight communities. This social framework provides an organization for evaluating alleys contained within Oxnard's neighborhoods. There are 42 neighborhoods, including the Downtown Management District, with public alleys.
- **Demographics:** The City of Oxnard's total recorded population in 2010 was 197,899 (US Census Bureau), however the actual population is likely higher due to uncouneted migrant/undocumented farm workers living in the city. The average population density is 7,358 persons per square mile; however, some areas have much higher or lower densities. Alleys that are located in higher density areas have the potential to provide benefits for a larger population.
- **Health Indicators:** Oxnard is among the California cities with the highest rates of overweight and obese children, with 47.9

percent. Oxnard has the second highest rate in Ventura County, behind Port Hueneme with 52.6 percent.

- **Crime and safety:** Oxnard's alleys are within gang injunction areas, indicating that they are in areas with high levels of crime. A map of the risk of crime activity also shows that alleys are located in the areas where crime risk hotspots occur. Illegal dumping occurs throughout the City, but it frequently happens in the alleys. Revitalizing alleys, building community stewardship, and providing education on proper disposal practices will discourage dumping in alleys and make them safer places.

Land use and transportation context conditions considered include the following:

- **Land use:** Oxnard's alleys are primarily located within either residential or commercial areas.
- **Vacant lots:** Development of an alley-adjacent vacant lot could be coordinated with revitalization of the alley, either to provide programming support for the green alley within the lot or by incentivizing the lot's developer to include the green alley project as part of their development plan.
- **Community destinations:** Identifying the locations where people may frequently walk or bike in their neighborhood (such as schools, parks, and grocery stores) can help focus where alleys may serve as practical walking and cycling pathways.
- **Bicycle and pedestrian infrastructure:** Oxnard's Bicycle and Pedestrian Master Plan includes an analysis that helped to identify areas that have the greatest need for improved pedestrian and bicycle facilities; alleys are located in many of these identified areas. Green alleys can support and supplement the priority projects identified in the Master Plan, or fill the gaps for areas that have a need but may not have proposed improvements.
- **Public transportation:** Green alleys can provide safe connections for walkers and cyclists between their homes or destinations and public transit stops. Similarly, they can

offer visitors who do not have access to a car safe and pleasant pathways for exploring Oxnard's downtown.

- **Traffic volume and signaled intersections:** Green alleys may provide alternative connections, which are safer and more comfortable for non-motorized transportation, to streets with high volumes of vehicular traffic. Safety must also be considered where alleys and streets intersect.
- **Alley conditions:** The majority of Oxnard's public alleys are 20 feet wide and paved with asphalt. Some alleys are narrower, typically 15 feet wide, and paved with concrete. The majority of Oxnard's alleys are also in greatest need of resurfacing according to the City's 2006 Paving Condition Index. Nearly all of Oxnard's alleys contain utility poles and also serve as access to rear garages or parking areas. Roughly half of alleys serve as refuse collection routes.

Green Alleys Plan Area Evaluation

An evaluation of the existing conditions in Oxnard helps to identify the opportunities and constraints regarding green alley development, as well as to establish the objectives for green alley projects to achieve. **Opportunities** are conditions that may facilitate or enable the redevelopment of alleys to achieve multiple benefits for the community. Particular opportunities for green alleys in the City of Oxnard include the following:

- Supportive policy framework
- Wide alleys
- Alley-adjacent vacant lots
- Gaps in the urban forest
- Alleys that make short-cuts
- Alleys that fill gaps in pedestrian or bicycle infrastructure
- Alleys that work with the existing stormdrain system
- Engaged neighbors, business- or property-owners, and organizations

Constraints are conditions that need to be taken into consideration when selecting and redesigning alleys to become green alleys. Some constraints may make green alley development unsuitable, while others may require a special approach. Green alley

constraints identified in Oxnard include the following:

- Poor soil conditions for infiltration
- Graffiti, gang activity, illegal dumping, and crime
- Narrow alleys
- Existing utilities
- Trash/Recycling bins and trucks
- Vehicular access to garages/parking
- Emergency access

Based on the existing conditions, opportunities, and constraints in Oxnard, the *Oxnard Green Alleys Plan* proposes the following objectives to be achieved by the future redevelopment of alleys as green alleys:

1. Integrate shared street principles to improve safety for all alley users.
2. Increase pedestrian and bicycle activity with connections to community destinations, public transportation, and bicycle and pedestrian networks.
3. Increase access to community space, recreation opportunities, and gardening for the opportunity to grow healthy food.
4. Reduce undesired activity and make alleys safer for people who use them and live or work beside them.
5. Support the local economy and compact community development.
6. Reduce the City's expense for alley paving maintenance.
7. Improve water quality and reduce landscape use of potable water.
8. Reduce the urban heat island and improve air quality.
9. Engage community members in green alley planning and projects.

Green Alleys Neighborhood Prioritization

The goal of green alleys neighborhood prioritization is to determine areas of the City that have high potential for achieving the green alleys objectives and for providing multiple benefits. An alley that provides multiple benefits serves more than one function and achieves multiple objectives. Consequently, it may present more opportunities for funding. An example is an alley that is designed to both filter pollutants from stormwater and increase safety for bicyclists may be eligible for grants

focused on improving water quality and grants focused on increasing active modes of transportation.

The prioritization process involved the analysis of information from three sources: GIS data of existing conditions; experiential, or qualitative, impressions from alley field surveys; and input from the Green Alleys Planning Committee and Advisory Group (City Green Alleys Plan Lead Agency and stakeholder departments or organizations). The final outcome is three neighborhoods that were identified as holding the highest potential to be successful starting points for green alley projects in Oxnard. The three high priority areas are:

- Downtown Management District
- La Colonia
- South Winds

Designing Green Alleys

The *Oxnard Green Alleys Plan* provides a framework to guide the future design and implementation of green alley projects. The framework is composed of categories of design guidelines and elements to serve as a “menu” of options. In this way, project proponents can pick and choose elements that are best suited to their project site, available funding, and maintenance objectives.

This document recommends a base level of improvements to start any green alley project. The base improvements should be supplemented with additional improvements, tailored to each project's unique circumstances. These additional improvements are categorized by Green Alley Typologies: Connections, Community Space, Environmental Impact, and Commerce.

The neighborhood prioritization results can help identify the Green Alley Typology that is best suited to a neighborhood or a particular alley. Whether selecting improvements from a single typology or a combination from multiple typologies, the choice of design elements should be supported by the surrounding community and should result in the achievement of multiple objectives.

Community & Stakeholder Input

Many of the guidelines and design elements recommended in the *Oxnard Green Alleys Plan* were presented to stakeholders and members of the community. During the Plan's development, draft guidelines were discussed at the Green Alleys Planning Committee and Advisory Group meetings, which were attended by representatives from stakeholder organizations and City departments.

The City also sponsored two public workshops, one in the La Colonia neighborhood and one in the South Winds neighborhood, in order to engage community members and collect their input. The results from the two public workshops were compiled and used to develop typology-based vision graphics illustrating potential green alley design concepts.

Green Alley Site Criteria

Identifying an alley with existing conditions that are suitable for green alley design improvements is an important step in green alley design. The following are primary criteria that should be met when selecting an alley to redevelop as a green alley:

- Poor paving conditions
- Minimum width of 20 feet
- Suitable traffic patterns and parking access locations
- Clear views into and within the alley
- Neighborhood support

Green Alley Typology Prioritization

The analysis that was conducted at the City-wide scale, described in Chapter 5 Green Alleys Neighborhood Prioritization, can be adapted to the neighborhood scale in order to help select the most suitable alley segments as green alley projects. This analysis can also serve as a starting point for identifying the primary typology when selecting design guidelines and elements.

Green Alley Design Guidelines & Elements

The *Oxnard Green Alleys Plan* provides green alley design guidelines and elements organized into categories: the Green Alley Base Improvements (for every green alley), and the four Green Alley Typologies: Environment, Connections, Community Space, and Commerce (for selection based on context). The separate *Illustrated Handbook of*

Green Alleys Guidelines provides a visual reference for how the guidelines and elements could be integrated into typical Oxnard alley conditions.

Green Alley Base Improvements: These are improvements that should be incorporated in every green alley project. If these approaches cannot be implemented in a particular alley, it may not be a suitable site for a green alley project.

- Water-efficient irrigation
- Sustainable paving
- Safety signage
- Curb ramps & striped crossing
- Elevated crosswalk
- Alley naming
- Green alley program bumpouts
- Vehicle passing zones
- Pedestrian pole lights
- Designated refuse bin areas
- Dumpster enclosures
- Collaboration with private property owners

Environment Typology Improvements: An appropriate combination of Environment Typology design guidelines could be integrated into any green alley project, making this typology a good choice for combining with at least one other typology in order to achieve multiple benefits. In particular, alleys that are adjacent to large areas of paving are ideal for a strong emphasis on Environment design elements. Green alleys in these settings provide an opportunity to mitigate the higher volumes of stormwater run-off and the increased effect on the urban heat island caused by large paved surfaces.

- Permeable paving
- Drought-tolerant planting
- Trees
- Stormwater filtration planter or proprietary treatments
- Living “green” walls / vines
- Rain barrels

Connections Typology Improvements: An alley should be considered for the Connections Typology if it provides the potential to improve traffic safety in the alley and if increased pedestrian and bicycle activity should be encouraged within it. “Connections” alleys ideally serve as natural routes

or short-cuts to destinations in the community. If an alley is already heavily used by pedestrians and bicyclists, it is a good candidate for providing amenities to these users.

- Mid-block crossing
- Bike use markings
- Wayfinding signage
- Bollards / gate
- Seating / rest area
- Bike fix station
- Fitness station
- Plants & small trees

Community Space Typology Improvements: The Community Space Typology aims to increase the amount of shared space in the neighborhood that can be used for social or recreational activities. Alleys in neighborhoods with multi-family housing and inadequate park and/or private outdoor space (yards) are good candidates for the Community Space Typology. Alleys that can have vehicular traffic eliminated or reduced (even for just a portion of the alley) are ideal.

- Bollards / gate
- Decorative paving
- Decomposed granite paving
- Seating / picnic table
- Shade canopy
- Community art
- Plants & small trees
- Rain barrels
- Raised veggie beds
- Espaliered fruit trees
- Tool shed
- Play & Learn panel
- Toddler pull-up bar
- Sandbox with cover
- Play & sit features
- Pavement games
- Sports zone

Commerce Typology: The Commerce Typology is developed for alleys that are adjacent to commercial land uses. These improvements are intended to make alleys more comfortable for walking or bicycling to adjacent businesses, and to support functions that otherwise enhance a commercial zone. Improved walking and bicycling environments

increase these slower modes of travel, and consequently increase business.

- Business signs & entrances
- Consolidate back-of-house uses
- Decorative paving
- Planters
- Bollards / gate
- Café / bistro seating
- Outdoor lounge area
- Pop-up vending
- Art
- Bike parking & bike share
- Market & cultural events

Green Alleys Plant Palette

The plants recommended for Green Alleys in Oxnard are, in most cases, low-water, low-maintenance plants that are adapted to the local environment (Zone 24). The *Green Alleys Plant Palette* provides recommendations for plants in the following categories: shrubs, groundcovers, succulents, trees, bioswale, edibles, and vines.

Green Alleys Implementation

In times of challenging budgets, implementing green alley projects may seem like an unattainable goal. However, the fact that green alleys provide such a variety of benefits to Oxnard residents and to the urban landscape, increases the number of potential funding sources. Each green alley implementation project will have characteristics that can influence funding options, such as proximity to schools, shopping or transportation centers, the condition of pavement, need for traffic-calming or pedestrian safety improvements, stormwater benefits, degree of neighborhood support and more.

Public benefits of green alley projects may include: community cohesion, reduced blight, crime reduction, improved public health, reduced maintenance costs, improved air and water quality, and improved economic vitality. The true costs and benefits should be evaluated when deciding how and where to implement green alleys projects.

The cost estimate for a typical standard alley reconstruction in the City of Oxnard is \$9.85 per square foot. These improvements are focused solely on resurfacing the alley with standard concrete

paving. The cost estimate for a typical green alley project with the base improvements is \$45.50 per square foot. The base improvements provided in this scenario include: resurfacing the alley with integral color recycled concrete; a speed table at one end of the alley and curb ramps and crosswalk striping at the other end; pedestrian pole lights; trash corral enclosures for refuse bins at each property; safety and identity signage at each end of the alley; and planting, irrigation, and mulch.

Funding for green alley projects could come from multiple sources, including grants and local sources. Sources of local public financing for implementation projects should be identified first and then the City or partner organizations can apply for grants to leverage those funds and make up the shortfall. In some cases, multiple green alleys projects could be bundled into a single grant application. Existing and new local sources of funding evaluated by the *Green Alleys Plan* include:

- Measure O funds
- Interplead funds
- Streets and paving fund
- Community Facilities Districts and Assessment Districts
- Enhanced Infrastructure Financing Districts
- Synergy with other (funded) projects
- Green bonds
- Local Improvement Districts

Green alley projects may be eligible for some federal, state, and private foundation grant programs. Those evaluated by the *Green Alleys Plan* include the following:

- Community Development Block Grant Entitlement Program
- Congestion Mitigation and Air Quality Programs
- Other US Department of Transportation Programs
- Partnership for Sustainable Communities
- Active Transportation Program
- Proposition 1 Stormwater Grant Program
- Affordable Housing and Sustainable Communities
- CalFire Green Innovations.
- Wells Fargo Program: Environmental Solutions

for Communities

- Wells Fargo Corporate Giving

The City will need to develop a maintenance strategy for implemented green alley projects. Potential approaches to maintenance include:

- **Maintenance endowments:** When alley implementation projects are funded with grants, it may be the case that establishment of a maintenance endowment could contribute to the City's match requirements on State and federal grants.
- **Role of residents and businesses:** Oxnard could develop an outreach program to encourage residents and businesses located along alleys to maintain their alleys in ways that are beneficial. "Adopt-an-Alley" programs, similar to Downtown Oxnard's "Adopt-a-Planter" program, could be established.
- **Utility Fee Rebate for Maintaining Your Alley:** In exchange for a rebate on utility fees, local residents agree to maintain the alley in accordance with standards set in a maintenance agreement.
- **Decommissioning Alleys:** An alternative to funding maintenance of green alleys is to decommission the alley and transfer the property to adjacent residents or to a homeowner's association.
- **Sale of Advertising Space:** The City could sell advertising space on public transit shelters, kiosks, trash receptacles, and seating, in exchange for the advertising company to pay for the new public amenities and their on-going maintenance.

Next Steps

The *Oxnard Green Alleys Plan* encourages the City of Oxnard to implement green alley projects that provide multiple benefits to the surrounding community, throughout multiple neighborhoods overtime. Depending on the available resources and funding, a phased approach may be the most realistic strategy for implementing green alley projects. Oxnard's first demonstration project site(s) should be selected within one or more of the green alley priority neighborhoods (Downtown, La Colonia, and South Winds), and a funding strategy for each project should be outlined. Additional community

engagement efforts can help the City gauge the level of support and involvement from the residents and property owners surrounding the selected site. Community members can start making code-compliant changes to their alley-adjacent private property, which could contribute to positive impacts for the alley. The City can approach the demonstration projects in phases, either by implementing the green alley base improvements as a first phase followed by the typology improvements, or by starting with a more complete design for just a portion of the selected alley, with the remainder to be completed subsequently.

The *Oxnard Green Alleys Plan* ultimately envisions a network of green alleys throughout Oxnard's neighborhoods, collectively providing: a system of safe walking and bicycling connections; various shared spaces for community members to gather, play, exercise, and garden; support for a prosperous business community; and green infrastructure that contributes to a cleaner, healthier, low-maintenance environment. Not every alley will become a green alley, but the opportunity exists to convert some of these neglected, underutilized spaces into a new paradigm of public space in the City of Oxnard.

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1



Introduction

CHAPTER 1

Introduction



Figure 1.01 Family walking in an Oxnard alley

Traditionally, alleys have been dedicated to vehicular and utility access. They tend to be regarded as a “no man’s land”; and as such are susceptible to illegal dumping and graffiti. The *Oxnard 2030 General Plan* promotes green initiatives and neighborhood revitalization, yet offers no specific plan to take full advantage of the opportunities afforded by the underutilized public space in alleys.

The City of Oxnard recognizes the potential that alley revitalization has to bring more amenities to the community and enhance the local environment. Supported by a Proposition 84 Urban Greening Grant from the State’s Strategic Growth Council, the City is committed to developing a plan for greening its alleys. Green alleys contribute to an enhanced public realm that supports various uses and age groups, giving everyone the chance to interact and deepen their ties to the community, and thus improving the overall quality of life in the City. The *Oxnard Green Alleys Plan* is intended to pave the way for converting standard alleys into green alleys that provide multiple benefits for the City.

Benefits of Green Alleys

Through strategic planning, a network of green alleys can serve as pedestrian- and bicycle-friendly thoroughfares away from busy street traffic, and, of particular importance, create safe routes to school. Additionally, maintained green spaces have been shown to inspire neighborhood pride and improve residents’ sense of community, in turn reducing graffiti and litter. Benefits to public health include increased opportunities for gardening, opportunities for recreation and play in a safe environment, and educational and environmental stewardship.

The Oxnard Green Alleys Plan offers prospects for creating usable open space, promoting physical activity, reducing crime and blight, enhancing stormwater management practices, and fostering a sense of community. By following the recommendations set forth in this *Plan*, the City will achieve the following objectives:

- Creating a vibrant, safe, sustainable, and attractive community – enriching destinations and corridors throughout the city that instill a sense of community by activating and engaging neighborhoods;
- Optimizing environmental systems to reduce



Figure 1.02 Green Alleys Plan Process

water and air pollutants and mitigate/adapt to the impacts of climate change;

- Achieving state, regional, and local sustainability goals through interdisciplinary planning and interagency collaboration; and,
- Establishing a model for leveraging public works investments and obtaining funding for implementation and maintenance.

Plan Overview

The *Oxnard Green Alleys Plan* provides a framework for the future development of green alley projects. It includes recommendations for the selection of suitable sites, guidelines and elements for their design, and recommendations for implementation. This *Plan* has been developed for City staff to use

as a tool for the continued planning and future design, implementation, and maintenance of green alleys. While primarily intended for City staff, City residents and property owners may also refer to this document for ideas and inspiration to collaborate with the City.

The primary approach set forth provides a base set of guidelines that serve as the foundation for every green alley project; and additional special guidelines, categorized by objective-oriented typologies, which supplement the base design. The typology guidelines should be mixed and matched to achieve multiple objectives, and should be selected based on the unique conditions of each green alley project.

2

Planning Context

CHAPTER 2

Planning Context



Figure 2.01 Relationships between General Plan & Green Alleys

Current planning and programs in Oxnard provide the policy setting within which the *Oxnard Green Alleys Plan* has been developed. The physical conditions, social dynamics, and policy framework that are present in Oxnard will determine where and how green alleys can best support the City's goals and the needs of its community.

Development of the *Oxnard Green Alleys Plan* has been guided by the following plans and programs, which are summarized in this section:

- Oxnard 2030 General Plan
- Downtown Strategic Plan
- Downtown Mobility and Parking Management Plan
- Bicycle and Pedestrian Facilities Master Plan
- City of Oxnard 2010 Urban Water Management Plan
- Public Works Integrated Master Plans
- Oxnard Downtown Management District
- Graffiti Action Program
- Ventura County Garden Share

Oxnard 2030 General Plan

The City of Oxnard's current *General Plan* provides a vision to guide the city's development through the year 2030. The *Background Report* was issued in 2006, and the *Goals & Policies* document was adopted in 2011. Any specific plan, subdivision, public works project, or zoning decision made by the City must be consistent with the *General Plan*, and therefore the *Oxnard Green Alleys Plan* follows the guidance set forth by the *2030 General Plan*. Topics covered in the document are: Sustainable Community, Community Development, Infrastructure and Community Services, Environmental Resources, Safety and Hazards, and Military Compatibility. There are additional chapters for the Housing Element and implementation.

The *Background Report* contains descriptions of conditions within the City of Oxnard in 2005, when the *General Plan* was being developed. Now ten years old, this document can provide background information to inform the *Green Alleys Plan*, but more recent data has also been consulted as it has become available.

The *Goals & Policies* report is the foundation of the *General Plan*, providing the guidance for future

policy and planning decisions in Oxnard. A number of the goals and policies outlined in this document are directly relevant to green alley planning and implementation. Refer to Appendix B.

The “Sustainable Community” chapter is relevant to the *Green Alleys Plan* in its discussion of emphasizing pedestrian-friendly environments and encouraging bicycle usage; reusing and recycling construction and demolition materials, and using recycled-content products; employing permeable paving materials and filtration of run-off; strategic tree planting, green infrastructure, and water-efficient vegetation; and encouraging community involvement and stewardship. In particular, policies SC-5.2 Organize Volunteer Work Days and SC-5.3 Community Gatherings and Workshops are directly applicable to green alley planning and implementation.

The *Green Alleys Plan* refers to the land use map and designations provided in the *2030 General Plan* “Community Development” chapter. Land use impacts green alley design, as the approach used for a residential alley will differ from that used for a commercial or industrial alley. Directly relevant policies within this chapter include the following:

- CD-1.4 Transportation Choices
- CD-1.7 Compact Development
- CD-1.11 Recreation Opportunities
- CD-3.4 Neighborhood Quality of Life Program
- CD-4.2 Commercial Revitalization and Redevelopment
- CD-9.1 Neighborhood Identity
- CD-9.2 Revitalization and Redevelopment
- CD-10.1 Human-Scale Development
- CD-12.2 Public Works Support Urban Design Objectives
- CD-13.1 Art and Culture Promotion
- CD-13.2 Maintenance of Public Art
- CD-14.3 Quality of Design
- CD-15.1 Quality of Life
- CD-15.8 Grant Funding
- CD-16.1 Infrastructure Investment
- CD-16.8 Public / Private Partnerships
- CD-19.3 Downtown Events
- CD-19.4 Downtown Beautification

Policies CD-3.2 Encourage Planned Development Code Provisions for Revitalization and CD-3.3 Innovative Redevelopment may affect the relationship between development patterns and alleys. Where appropriate, green alley guidelines could be integrated and coordinated with the guidelines for the Urban Villages described by Goal CD-7, and its associated policies.

Chapter 4 contains guidance on Infrastructure and Community Services. The policies that are directly relevant to the *Green Alleys Plan* include the following:

- ICS-2.7 Consistent Roadway Signage
- ICS-7.2 Reduce Single-Occupancy Automobile Dependency
- ICS-7.3 Travel Patterns
- ICS-8.1 Improved Bicycle and Pedestrian Safety
- ICS-8.3 Completing Bicycle and Sidewalk Network
- ICS-8.4 New Development Requires Bicycle Improvements
- ICS-8.5 Public Sidewalks and Pedestrian Orientation
- ICS-8.6 ADA Handicap Requirements
- ICS-8.7 Downtown and Beach Area Bicycle Accessibility
- ICS-8.8 Educational Facilities
- ICS-8.9 Street Crossings
- ICS-8.11 Bicycle Parking and Storage
- ICS-8.14 Connecting Facilities
- ICS-11.1 Regional Water Quality Management Plans
- ICS-11.7 Water Wise Landscapes
- ICS-11.12 Water for Irrigation
- ICS-13.1 100-year Floodplain
- ICS-13.2 Adequate Storm Drains and NPDES Discharge Treatment
- ICS-13.3 Stormwater Detention Basins
- ICS-13.4 Low Impact Development
- ICS-14.2 Use of Recycled Materials
- ICS-18.2 Communication Technologies for Improved Citizen Participation
- ICS-19.5 Incorporating Security Design Principles
- ICS-23.1 City Park and Recreation Standards
- ICS-23.10 Park Siting and Design to Maximize Security



Figure 2.02 A man rides his bike in a Downtown alley

- ICS-24.1 Park Funding Methods

Should green alleys result in any revisions to street traffic, they should be consistent with the *General Plan's* goal and policy for minimum level of service (ICS-3.2). As alleys are located directly in residential neighborhoods, the City could consider utilizing some green alleys, as appropriate, to support recreation programs in communities that lack direct access to traditional park or community facilities. The policies listed for Goal ICS-25 Recreational Programs would apply in these situations.

Chapter 5, "Environmental Resources," provides the following policies that are applicable to green alley planning and implementation:

- ER-5.7 Minimizing Paved Surfaces
- ER-6.5 Control of Lighting and Glare
- ER-9.2 Enhance Neighborhood Diversity
- ER-10.1 Promote use of Native and Water Wise Plants
- ER-10.3 Awareness Program of Importance of Trees
- ER-12.3 Agricultural Partnerships
- ER-14.2 Transportation Demand Management

There are a few policies within "Safety and Hazards," Chapter 6, that relate to green alleys:

- SH-7.7 Increase Public Awareness (of proper disposal methods for hazardous household waste)
- SH-8.1 Planning Programs
- SH-8.2 Reducing Speed on Neighborhood Streets

Downtown Strategic Plan

Oxnard's *Downtown Strategic Plan*, dated April 2005, was developed as an overarching study that would establish priorities for investment in downtown and address land use issues. Prior to this plan, there had been several efforts focused on design guidelines, in particular architectural design. The *Downtown Strategic Plan* incorporates the previous design guidelines while also providing guidance on appropriate land uses within Oxnard's Central Business District. The *Plan* identifies alleys in Downtown as contributing to the patterns that help to establish order and orientation, "the mid-block alleys in Downtown create an interesting hierarchy of street sizes and systems, including pedestrian pathways, and they are great north-south view corridors" (City of Oxnard 2005, p. 16). As such, they provide an asset to downtown, and the *Plan* recommends preserving and enhancing them as an essential element in Downtown's redevelopment efforts.

The *Downtown Strategic Plan* suggests districts within downtown that would help to define land use and character. Each district would have a distinct function and character, and the streets and alleys would strengthen the connectivity of downtown through unifying elements that express a common theme or design. Within the Traffic and Pedestrian Circulation recommendations, there are specific recommendations for integrating Downtown's alleys into the pedestrian circulation network: clearly identified paved pedestrian pathways within the alleys; better pedestrian connections between streets and alleys; secondary building accesses from the alleys; and, development of mid-block "paseos" to connect alleys to parallel streets (City of Oxnard 2005).

There are some recommendations provided for alleys within the sections for the proposed districts. In the "A" Street Retail District, the *Plan* suggests integrating bike paths that connect to other parts of Downtown within the alleys. The *Plan* anticipates increased pedestrian activity in the Plaza Entertainment and Art District, and therefore recommends incorporating alleys into the circulation network for accommodating pedestrian movement.

A summary of general recommendations for alleys in Downtown Oxnard is:

- Alleyways should have identified paved pedestrian paths.
- Improve pedestrian access across alleys.
- Replace existing high mounted cobra-head lights with pedestrian scale lights.
- Replace overhead utility lines with underground utilities.
- Enhance rear entries to commercial buildings where provided.
- Provide additional landscape material on the alley, and at rear of commercial buildings.
- Protect the alleys' north/south view corridors from obstruction.

Downtown Mobility and Parking Management Plan

The *Downtown Oxnard Mobility and Parking Management Plan* was adopted in November 2009, and is aligned with the Circulation Element in the *2030 General Plan*. The plan makes recommendations based on “the premise that parking and transportation is not an end in itself, but a means to achieve broader community goals” (City of Oxnard 2009, p. 1-2). The strategy that is provided addresses both transportation management and economic development.

The *Plan* contains background information on how residents and employees commute to work. This information can inform the *Green Alleys Plan*, as green alley projects could be identified to support areas with higher numbers of walking or bicycling commuters.

The *Downtown Mobility and Parking Management Plan* makes very few specific references to alleys. It recommends that where alleys are present, parking shall be accessed from the alleys, and makes a recommendation that allows for wider driveways on alleys than on streets. These recommendations promote the vehicular use of alleys in downtown, and may constrain the goal of increasing pedestrian and bicycle use of alleys.

The *Downtown Mobility and Parking Management Plan* also notes that parking meter fees helped to fund alley beautification in Old Town Pasadena, where alleys provide pedestrian access for many businesses there. One of the plan's primary recommendations is that parking revenues be

dedicated to public improvements and public services that benefit Downtown. The first priority is for providing on-street security presence, then additional funds could be used for infrastructure and amenities such as trash cans, street lighting, and trees. The *Green Alleys Plan* recognizes an opportunity for these amenities to be installed in downtown green alley projects, and increased security would benefit green alley projects as well. Similarly, revenues from the recommended residential parking benefit district could be used toward green alley projects within those districts.

Bicycle and Pedestrian Facilities Master Plan

The City of Oxnard adopted the *Bicycle and Pedestrian Facilities Master Plan* in February 2012. The *Plan* builds upon the City's previous *Bicycle and Pedestrian Master Plan* (adopted 2002), with the intention “to expand the existing networks, close gaps, address constrained areas, provide greater connectivity, educate, encourage, and maximize funding sources” (City of Oxnard 2011a, p. 1).

The *Bicycle and Pedestrian Facilities Master Plan* identifies existing pedestrian demand areas, with high levels of pedestrian activity. The pedestrian demand areas are: Downtown Oxnard, Mandalay Bay Development, Channel Islands Harbor Marina Village, Oxnard Transportation Center, and Oxnard's schools. In the “Needs Analysis” provided in Chapter 4, the *Plan* estimates that the number of walking and bicycling commuters will increase and provides a demand model to help identify geographic areas that are likely to generate walking and bicycling trips in Oxnard. This analysis was used to prioritize areas for improved pedestrian and bicycle facilities, and likewise informed prioritization for green alleys, which can support pedestrian and bicycle connections.

Recommended improvements to bicycling facilities include adding 30.5 miles of Class I facilities, 40.7 miles of Class II facilities, and 52 miles of Class III facilities. The *Green Alleys Plan* considers Oxnard's existing and proposed bicycle facilities for utilizing alleys as bicycle path connections. Recommended improvements to pedestrian facilities in the *Bicycle and Pedestrian Facilities Master Plan* are focused on over five miles of corridor improvements, eight

intersection improvements, and three bridges. The potential for these proposed pedestrian improvements to support the use of alleys as pedestrian connections is considered in the *Green Alleys Plan*. Some of the policies and programs recommended in the *Plan* may also be extended to include green alleys. Examples of such programs and policies include: bicycle patrol units, system identification (wayfinding), and community bikeway/walkway adoption.

The *Bicycle and Pedestrian Facilities Master Plan* provides a prioritization process for bicycle and pedestrian projects. The criteria factored into the ranking include: system gaps and connectivity to existing facilities; attractors model results; generators model results; detractors model results; and City input. The *Green Alleys Plan* looks for opportunities to create synergy between the high priority bike and pedestrian projects, and green alley projects. The integration of green alley projects with identified pedestrian or bike projects will help the City utilize resources more efficiently (during planning, construction, and on-going maintenance), and expand the potential benefits these projects could offer.

City of Oxnard 2010 Urban Water Management Plan

The *Urban Water Management Plan* provides a general planning framework addressing Oxnard's water supply and demand. It addresses water use, water resources, recycled water, water quality, reliability planning, demand management, and water shortages contingency planning. This document provides background information on the groundwater and aquifer conditions in Oxnard, which are relevant to evaluating the feasibility of implementing infiltration measures in green alley projects.

During the development of the *Urban Water Management Plan* in 2010, the City was not serving any customers with its recycled water supply. Projected use of recycled water included landscape at City parks and schools. During early conceptualization of the *Green Alleys Plan*, it was thought that recycled water could provide irrigation for plantings within green alleys. However, currently the recycled water supply is fully used by agricultural customers; to date, the infrastructure and supply

availability for recycled water would not support green alley projects. A potential exception may exist for small projects that are located along the existing infrastructure. Given these conditions, recycled water will not be a driving factor for green alley planning, although future potential will be recognized.

Public Works Integrated Master Plans

The City of Oxnard is currently in the process of developing the *Public Works Integrated Master Plans*. This planning process is aimed at updating the following master plans to be in conformance with the 2030 *General Plan*: Water, Wastewater, Recycled Water, Urban Water Management Plan, Storm Drain, and Pavement Management System. While the *Integrated Plans* will be aligned with the 2030 *General Plan*, the planning timeframe extends to 2040.

The document will include City and master plan goals and objectives, key deficiencies and system needs, project drivers, key features of the Capital Improvement Program (CIP), and CIP integration, implementation, and funding. The component plans that are most relevant to the *Green Alleys Plan* are the *Stormwater Master Plan* and the *Streets Master Plan*. The *Green Alleys Plan* development has been coordinated with these planning efforts that are currently underway; the final version of the *Public Works Integrated Master Plan* is anticipated to be available in 2016.

Oxnard Downtown Management District

Property owners in downtown Oxnard provide the financial support for the Oxnard Downtown Management District, which is a Property and Business Improvement District (PBID). The PBID provides a number of programs to beautify, publicize, and increase safety in downtown Oxnard. These programs include the District Safety Program, Clean Team, Beautification Program, Holiday Celebrations and other sponsored events (Oxnard Downtown Management District 2013a). There is also a Downtown Sidewalk Planter Program, through which members of the community can "adopt a planter" or volunteer their time to help with maintenance (Oxnard Downtown Management District 2013b).

Green alley projects within the PBID area would benefit, whether directly or indirectly, from the



Figure 2.03 Pedestrian paseo in Downtown Oxnard

Oxnard Downtown Management District's programs. Additionally, these existing programs could serve as models for similar, alley-specific programs throughout the City.

Graffiti Action Program

In 2005, the Oxnard City Council formed the Graffiti Task Force to develop a plan for addressing vandalism through coordinated prevention, intervention, and enforcement efforts. The City provides educational resources, graffiti removal kits, volunteer and stewardship opportunities, and reporting hotlines to involve the community in efforts to eliminate graffiti. The Graffiti Action Program states that "public education and community involvement have a direct impact on reducing vandalism within a

community" (City of Oxnard 2014a); the benefits of this program will spread to future green alley projects, as well.

Ventura County Garden Share

"Garden Share is a Ventura County FOOD Share program to supplement community food needs. Local gardeners, schools, churches, neighbors and commercial growers 'grow a row' and share it with their hungry neighbors" (Healthy Ventura County Partnership 2015). Community gardens and edible plantings that are integrated into green alleys could support the Garden Share program to help increase access to healthy food in Ventura County.

3



Existing Conditions

CHAPTER 3

Existing Conditions



Figure 3.01 Satellite Aerial with Alleys Highlighted

Oxnard is the most populous city in Ventura County, and is located 35 miles southeast of Santa Barbara and 60 miles northwest of Los Angeles. This chapter provides a summary of existing biophysical and sociocultural conditions within the City that inform green alleys planning and design.

Biophysical Context

Topography

The City of Oxnard is sited on the low-lying Oxnard Plain, with relatively flat terrain that gently slopes across the city from the northeast to the southwest, where it terminates at the Pacific Ocean. Elevations in Oxnard range from sea level to 80 feet.

The Oxnard Plain is surrounded by three mountain ranges of the Western Transverse Range. The Santa Monica Mountains rise above the plain to the south, and extend eastward into Los Angeles County. The Santa Ynez and Santa Susana Mountains are to the north, with the Santa Clara River Valley running between the two ranges (City of Oxnard 2006). Refer to Figure 3.02 Regional Topography.

Seismic Activity

While there are not seismic faults directly underlying the City of Oxnard, there are multiple faults in the surrounding region (Figure 3.03). Being in a seismically active region, Oxnard is prone to earthquake-related risks such as surface rupture, ground shaking, liquefaction, and tsunamis (City of Oxnard 2006).

Soils

Oxnard's soils are primarily Class I and II, with some areas of Class III and IV soils. This rating is based on agricultural suitability, with Class I being most suitable and Class VIII being unsuitable for agriculture (City of Oxnard 2006). While there are numerous soil types present in the City of Oxnard (Figure 3.04), they fall primarily into two associations: Camarillo-Hueneme-Pacheco Association and Pico-Metz-Anacapa Association, with small areas of Mocho-Sorrento-Garretson Association and Riverwash-Sandy Alluvial Land-Coastal Beaches Association (City of Oxnard 2006, United States Department of Agriculture 2013).

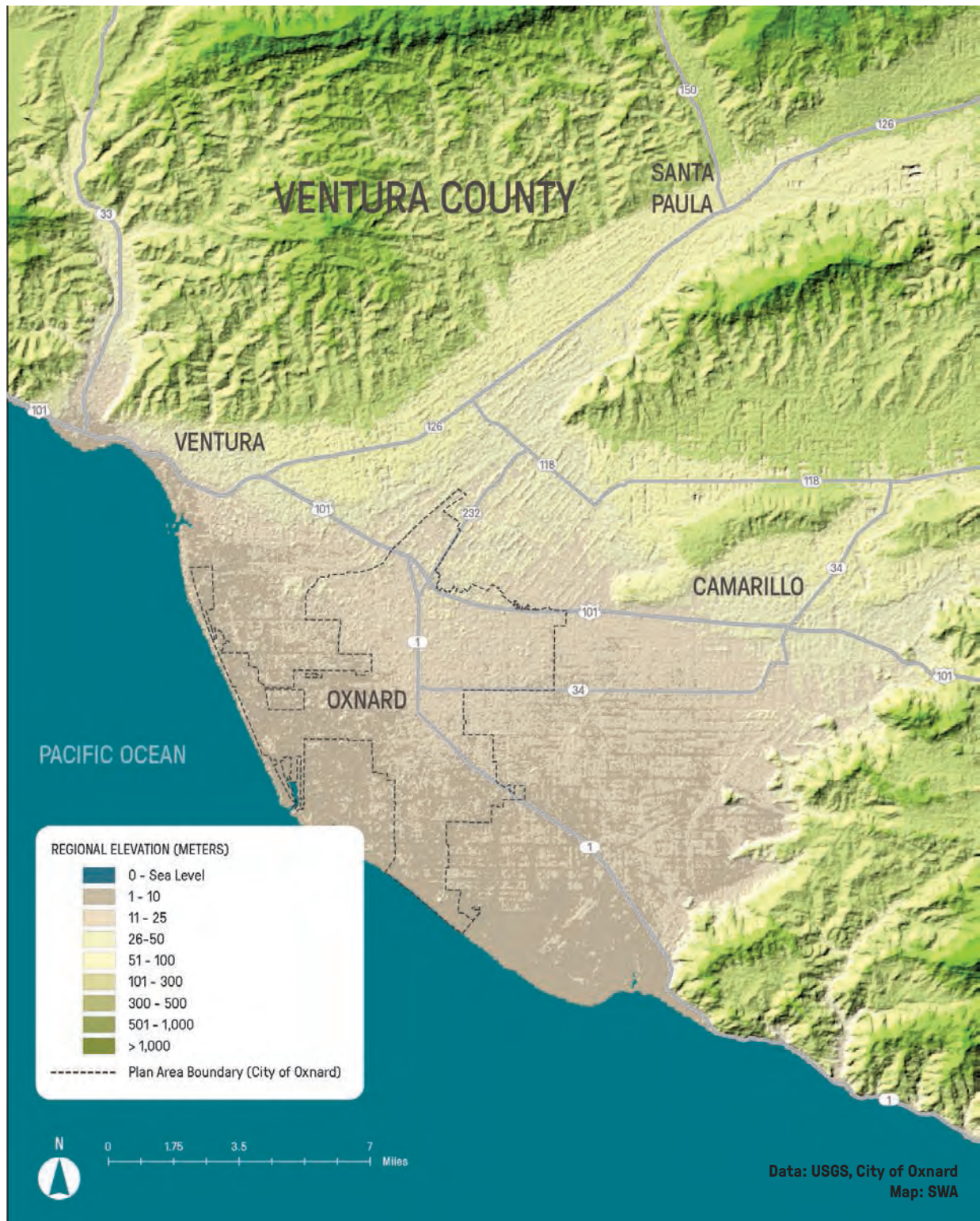


Figure 3.02 Regional Topography



Figure 3.03 Regional Seismic Faults

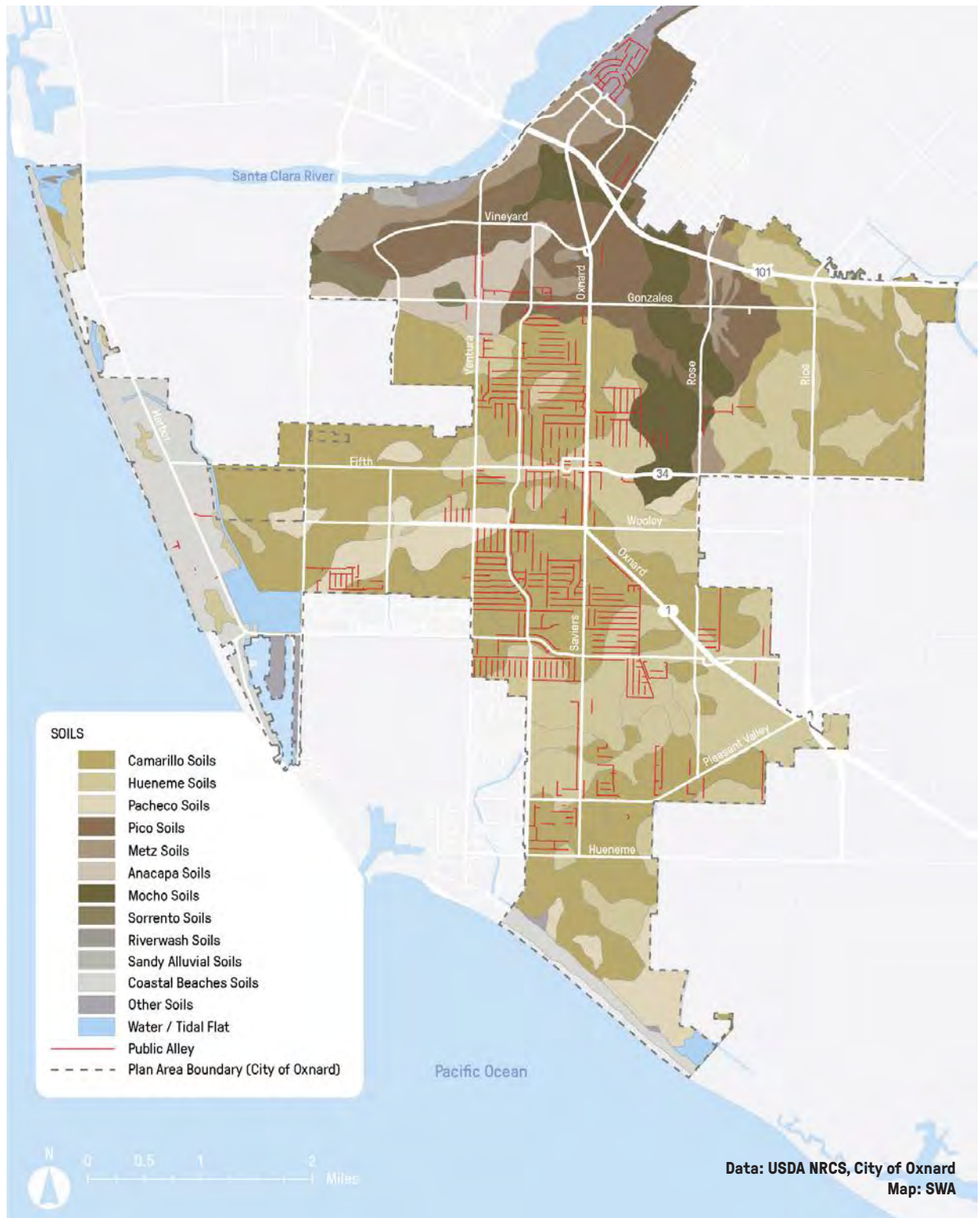


Figure 3.04 Oxnard Soils

Alleys are located over the two primary soil associations in Oxnard. The Pico-Metz-Anacapa Association contains well-drained to excessively-drained soils, while the Camarillo-Hueneme-Pacheco Association contains poorly drained soils (City of Oxnard 2006).

Climate

Oxnard's climate is influenced by marine air throughout the year, resulting in cool winters and moderate summers. Temperatures range from an average of 75 degrees Fahrenheit during the summer to an average of 65 degrees Fahrenheit in the winter. Most rainfall takes place between November and April; the average annual rainfall is 15 inches (City of Oxnard 2006).

The region's topography impacts climatic conditions and air quality in the City of Oxnard. The mountains that surround the Oxnard Plain act as a barrier, preventing the dispersal by wind of pollutants that are emitted in the low-lying areas. Temperature inversions, which limit atmospheric mixing and trap pollutants near ground level, are also common in the region. Lower elevation surface inversions occur most frequently during the winter, while higher elevation subsidence inversions occur most frequently in the summer (City of Oxnard 2006).

Watersheds

The City of Oxnard, and most of its alleys, lie primarily within the Ormond Beach Watershed (Figure 3.05). A northern portion of the city, which includes alleys in the River Park, El Rio West, and Rio Lindo neighborhoods, is within the Santa Clara River Watershed, and a northeastern portion is in the Calleguas Creek Watershed. The Ormond Beach Watershed is nearly entirely contained within the City of Oxnard.

The City has a direct impact on the health of its watersheds, and holds the responsibility to improve the quality of its water before it drains to the Pacific Ocean. Green alleys provide an opportunity to implement stormwater best management practices (BMP's) that can help remove water pollutants.

Groundwater Basins

Groundwater is the most important source of water in Ventura County (City of Oxnard 2006). The City's

own wells draw water from the Oxnard Forebay Groundwater Basin and the Oxnard Plain Groundwater Basin (Figure 3.06). The Oxnard Forebay Basin is recharged from the Santa Clara River and river water that is diverted to spreading basins. The Forebay is important because here, two primary aquifer systems come together and are unconfined. The Oxnard Plain Basin is recharged by underflow from the Forebay, not percolation from surface water over the Plain. The Oxnard Plain Basin is confined by overlying clay layers. Perched water is contained above the clay layers, but due to its poor quality, it is not used as a water supply (City of Oxnard 2012).

Most of Oxnard's alleys are located over the Oxnard Plain Basin. Due to the soil and aquifer conditions, infiltration to restore groundwater will not be an option for these alleys. There are some alleys, however, located over the Oxnard Forebay Basin, and infiltration approaches may be considered.

Floodplains

The *2030 General Plan* discourages development within 100 year floodplains (City of Oxnard 2011). Alleys are not located in these areas, but there are some within 500 year floodplains (Figure 3.07).

Stormdrain Network

The City of Oxnard storm drain system is comprised of force mains, gravity mains, and red line channels. Stormwater runoff is conveyed in streets and alleys and collected into the gravity and force mains via curb inlets. Generally, the City's drainage patterns flow from a northerly to southerly direction, via the red line channels that convey the runoff directly or indirectly into the Pacific Ocean. Red line channels are depicted in the Ventura County Flood Control District Jurisdiction Streams Map A (Figure 3.08). The following are the major red line channels utilized by the City of Oxnard drainage system:

- Oxnard and "J" Street Drains (discharges to the Ormond Beach area)
- Revolon Channel and Magu Drain (discharges into Calleguas Creek)
- Doris, West Fifth Street, Oxnard West Drains (discharges to Channel Islands Harbor)

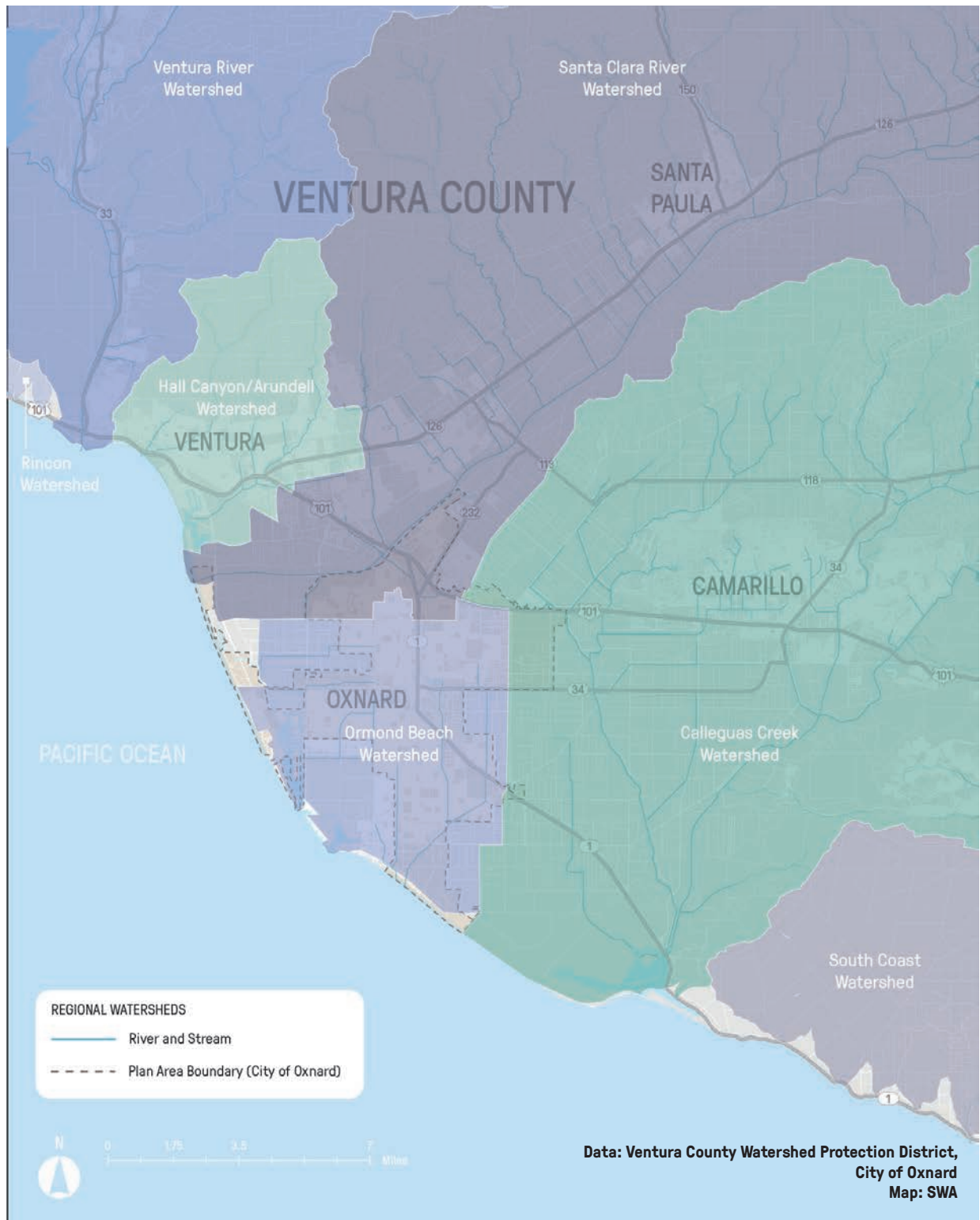


Figure 3.05 Regional Watersheds

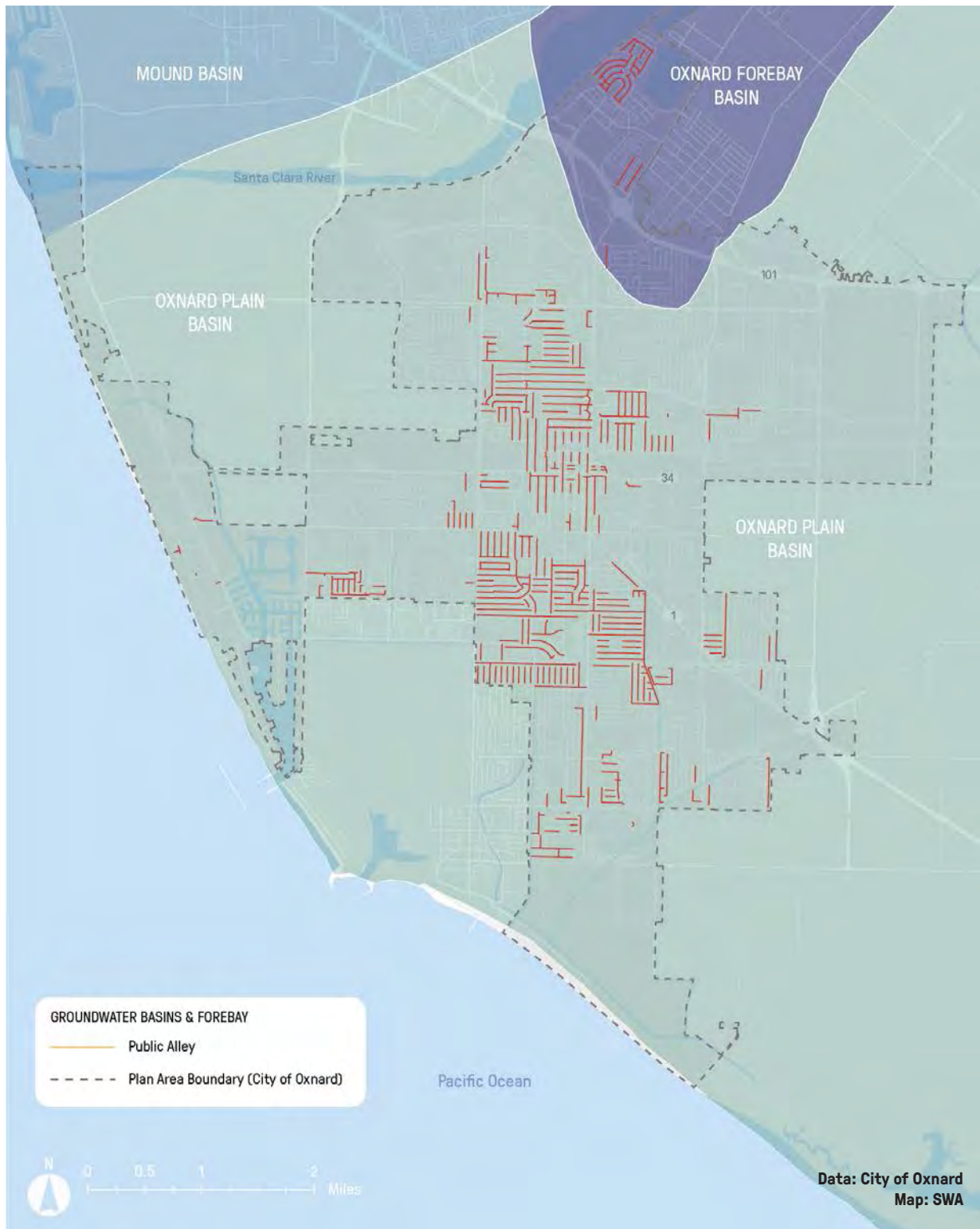


Figure 3.06 Oxnard Groundwater Basins

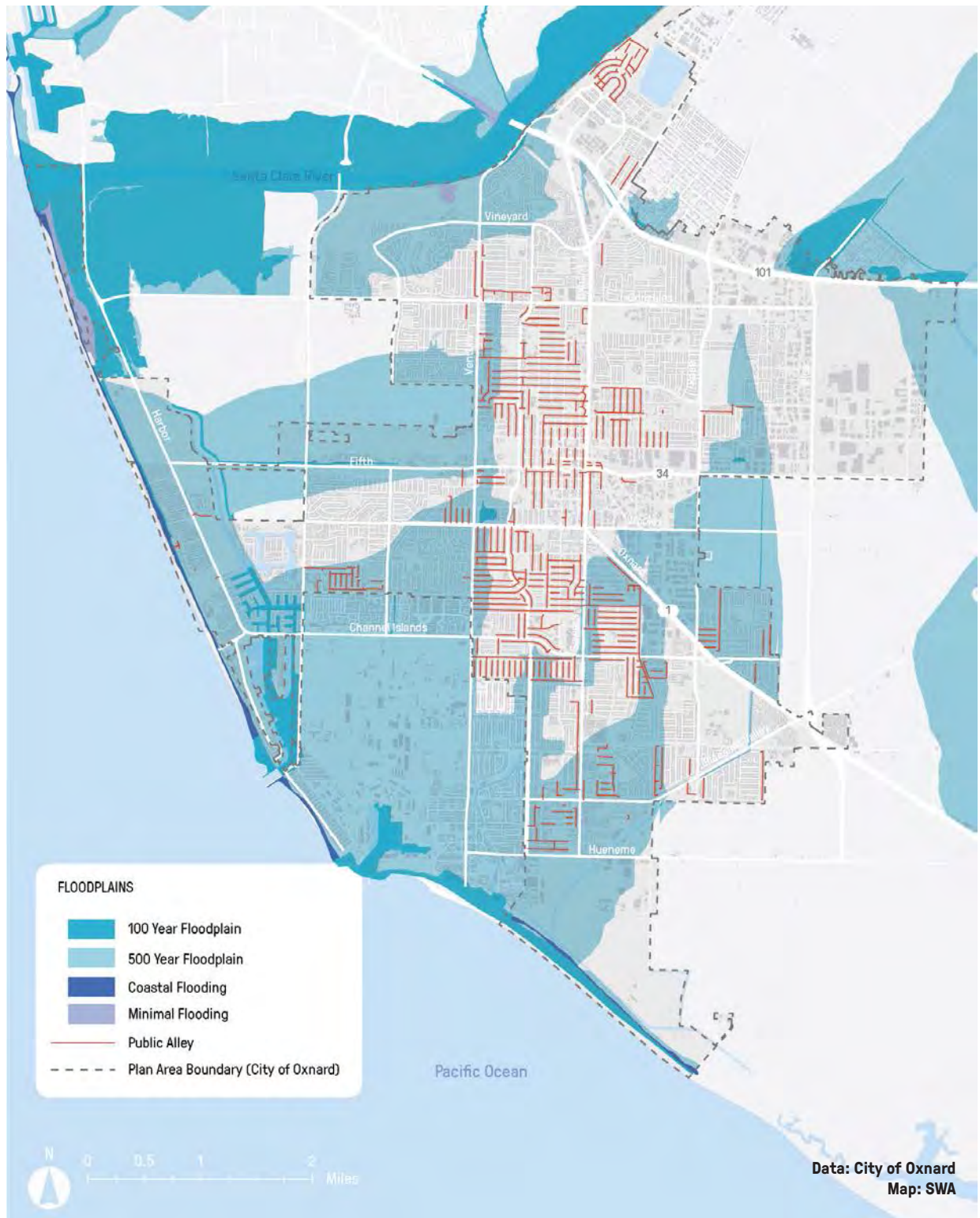


Figure 3.07 Oxnard Floodplains

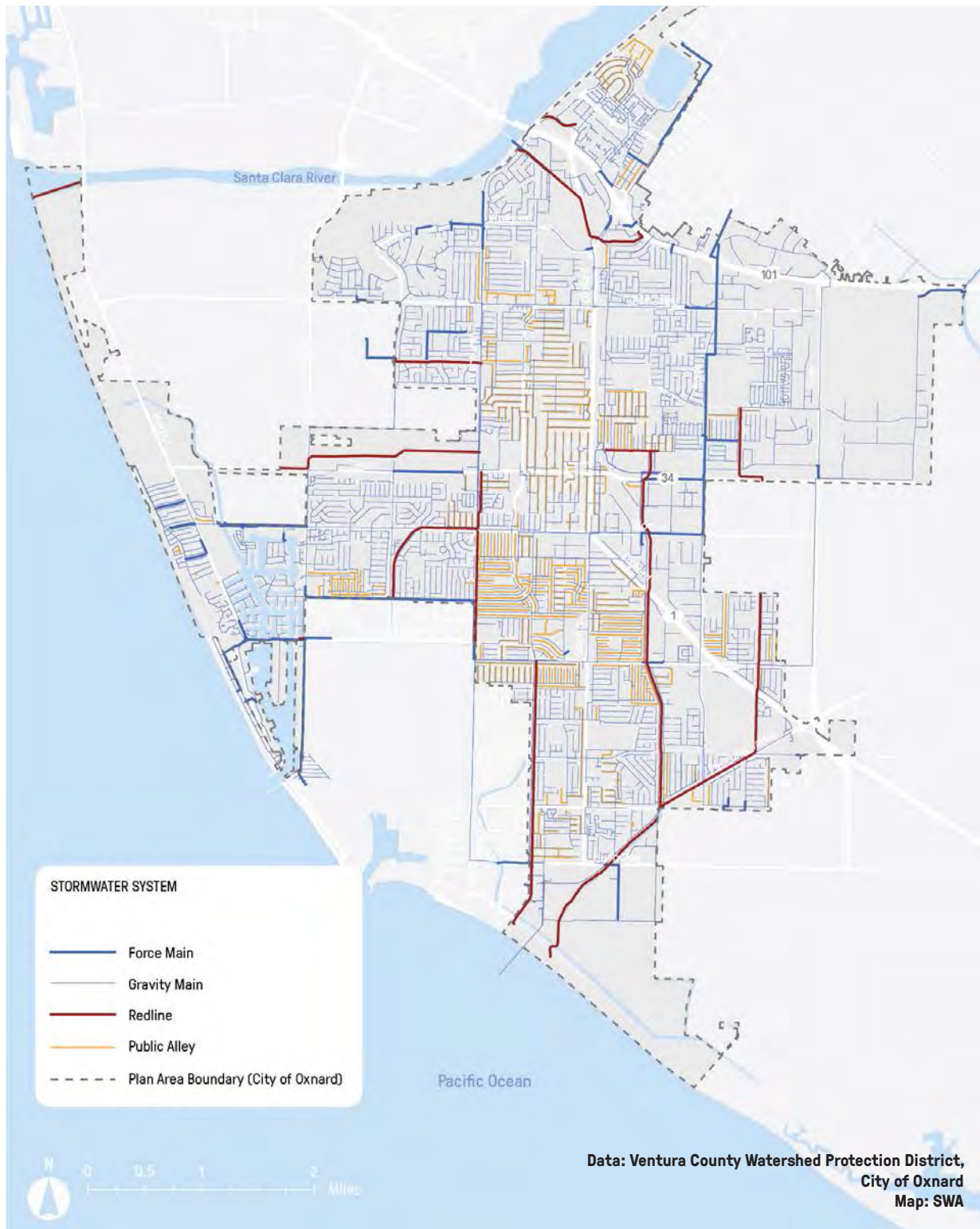


Figure 3.08 Oxnard Stormdrain Red Lines

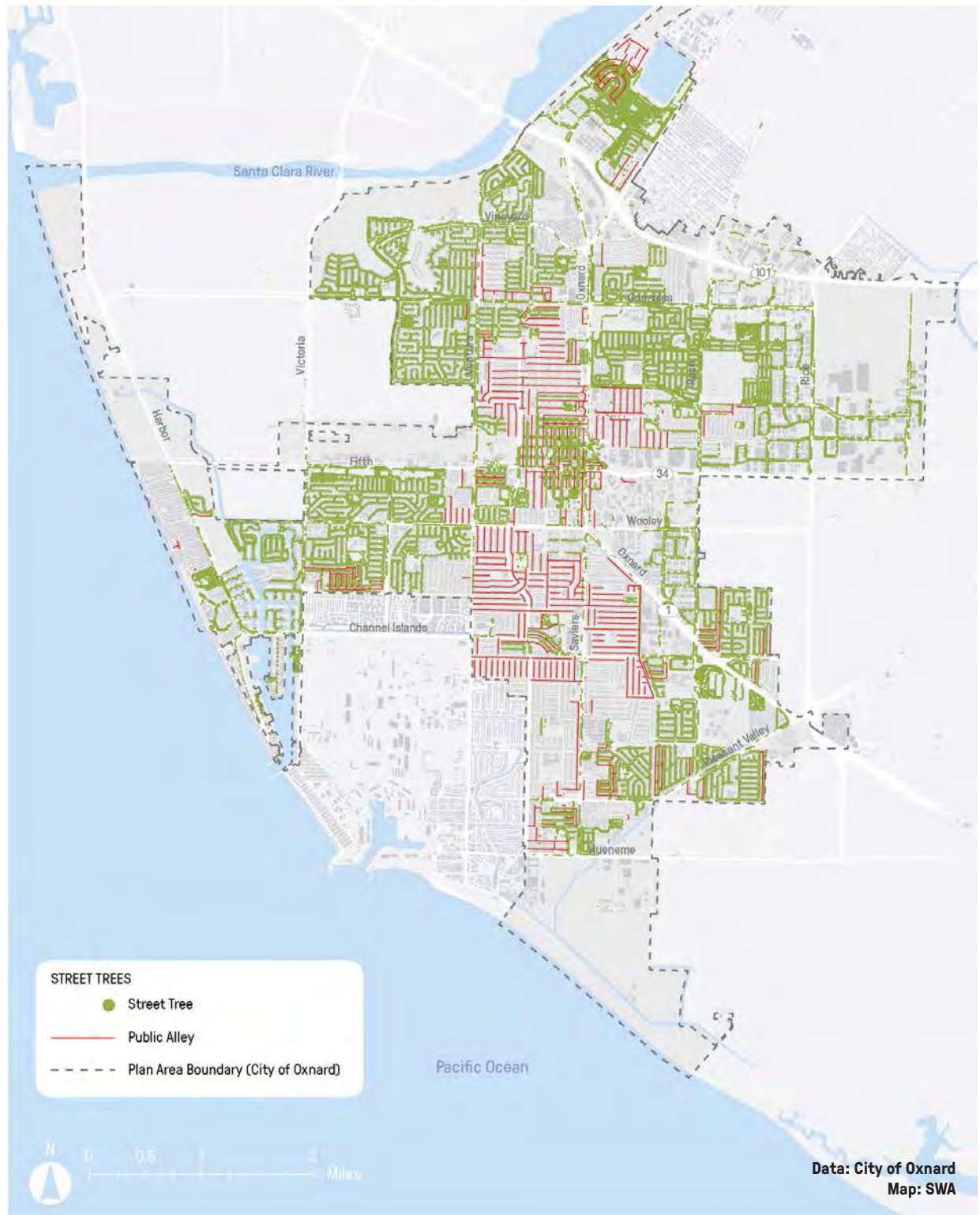


Figure 3.09 Oxnard Street Trees

Vegetation & Wildlife

The City of Oxnard contains a number of habitat types; however, the majority of them are human-modified. Most of the city is urban or agricultural, although there are some native habitats present, primarily on the edges (for example, along the coast and the Santa Clara River). The native habitats include: Valley Foothill Riparian, Coastal Scrub and Mixed Chaparral, Marine (intertidal zone), Saline Emergent Wetland, Annual Grassland, and Coastal Oak Woodland (City of Oxnard 2006).

Oxnard alleys are located in urban areas. Urban habitats contain a mix of native and exotic flora and fauna. Cover and foraging opportunities are provided for some wildlife species in urban areas. Species that are most common include raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), striped skunk (*Mephitis mephitis*), northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), Anna's hummingbird (*Calypte anna*), wrenit (*Chamaea fasciata*), and black-bellied slender salamander (*Batrachoseps nigriventris*). Special status species of plants and wildlife are known to occur, or have the potential to occur, in Oxnard and the surrounding area; however, none are associated with urban habitat, and therefore are not expected to be found in alleys or the surrounding neighborhoods (City of Oxnard 2006).

Figure 3.09 illustrates the locations of street trees in the City of Oxnard. Street trees provide multiple benefits to neighborhoods that contain them (Troy et al 2012 in Benfield 2014, Benfield 2012, Tree San Diego n.d., USDA Forest Service 1993). These include: carbon sequestration, water retention, urban heat island mitigation, increased customers to businesses, improved real estate values, and reductions in energy consumption, air pollutants, crime, and traffic speeds. Street trees are not distributed evenly throughout the City, and green alley projects have the ability to provide additional vegetation and its associated benefits to the neighborhoods that lack street trees.

Sociocultural Context

Neighborhoods & Communities

The City of Oxnard identifies 56 neighborhoods, grouped within eight communities (Figure 3.10). Oxnard's downtown Central Business District falls within two neighborhoods. Therefore, the *Green Alleys Plan* evaluates downtown cohesively by utilizing the boundaries of the Oxnard Downtown Management District.

The City of Oxnard has a Neighborhood Council program, which was initiated by City Council in 1973, with the purpose "to involve local citizens in governmental decision-making processes in a more systematic and effective manner" (City of Oxnard 2014b). The Neighborhood Councils enhance public participation in governmental processes and empower neighbors through collective efforts to make their community "a cleaner, safer, better place to live" (City of Oxnard 2014b). The City aims to have a neighborhood council in every neighborhood; currently there are 43 active Neighborhood Councils.

This social framework provides an organization for evaluating alleys contained within Oxnard's neighborhoods. There are 42 neighborhoods, including the Downtown Management District, with public alleys.

Demographics

The City of Oxnard's total recorded population in 2010 was 197,899 (US Census Bureau), however the actual population is likely higher due to uncounted migrant/undocumented farm workers living in the city. The average population density is 7,358 persons per square mile; however, some areas have much higher or lower densities, as evidenced in Figure 3.11 Population Density. Alleys that are located in higher density areas have the potential to provide benefits for a larger population.

The City of Oxnard has a majority Latino or Hispanic population, at 73.5% in 2010. This is much higher than in California's population overall, which is 37.6% Latino or Hispanic. The next largest population is white alone (not Latino or Hispanic), at 14.9%, and located mostly toward the west in Oxnard. There are small numbers of Asian, African-American, and other races living throughout the city (US Census Bureau) (Figures 3.12 and 3.13, and Appendix C).

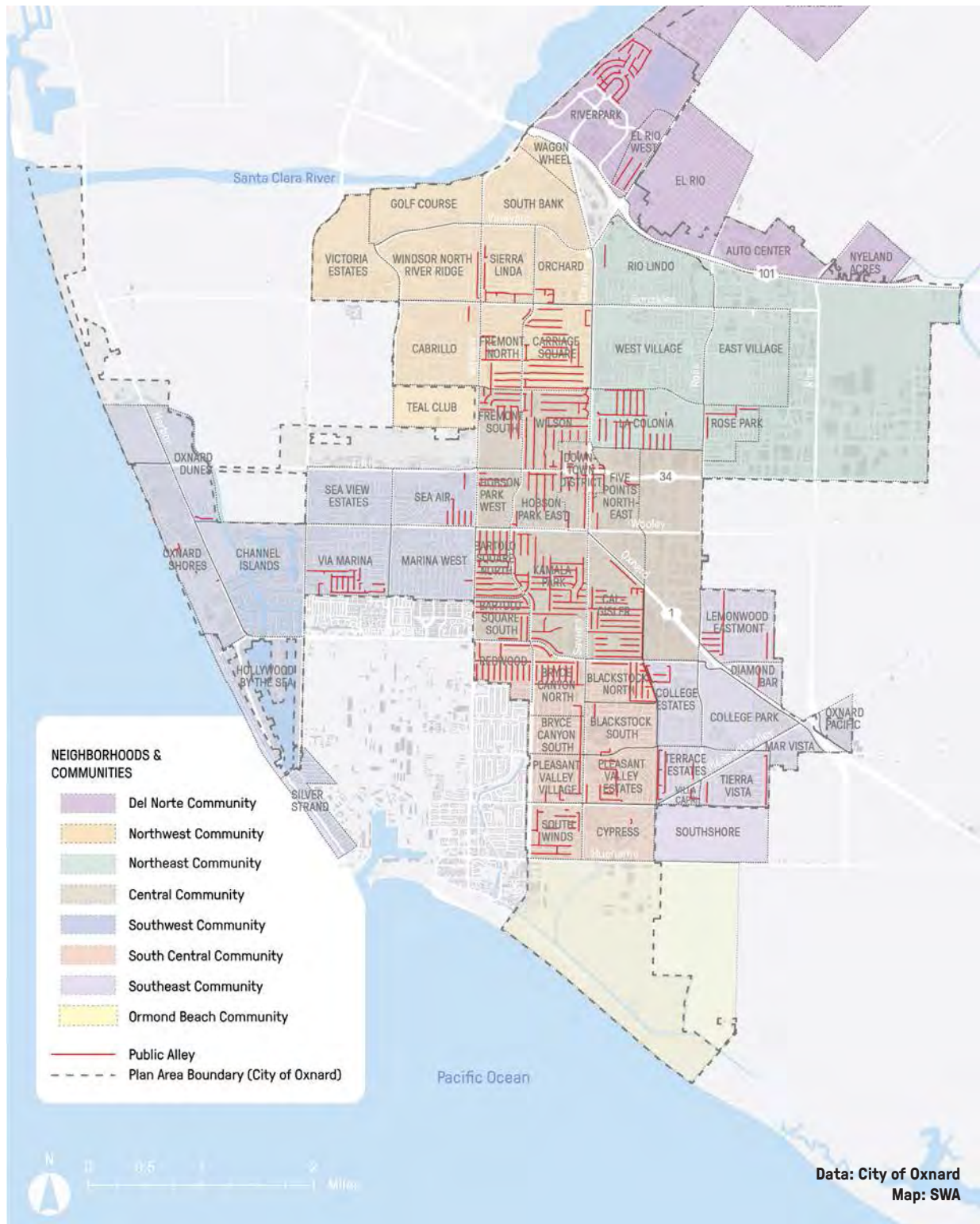


Figure 3.10 Oxnard Neighborhoods & Communities

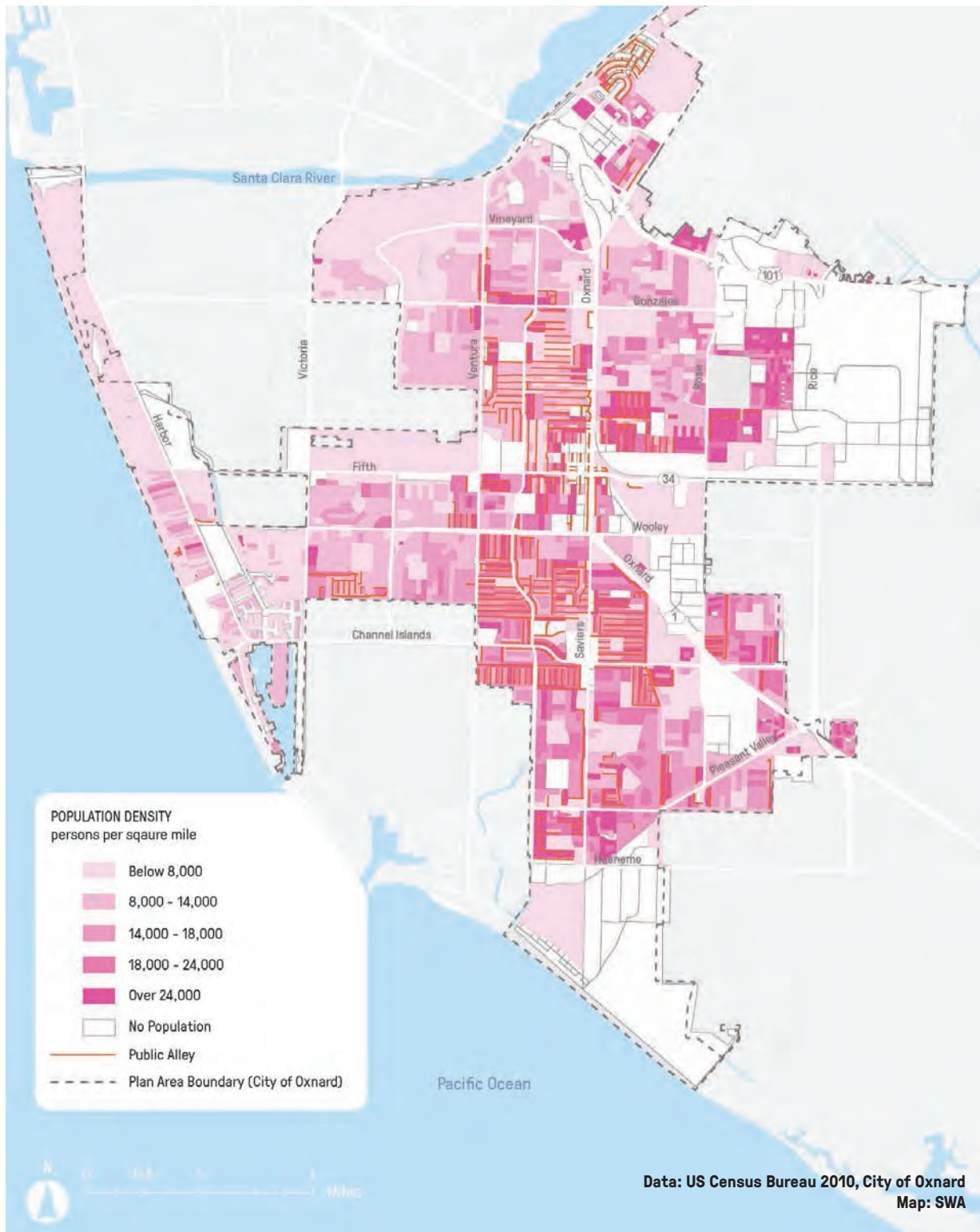


Figure 3.11 Oxnard Population Density

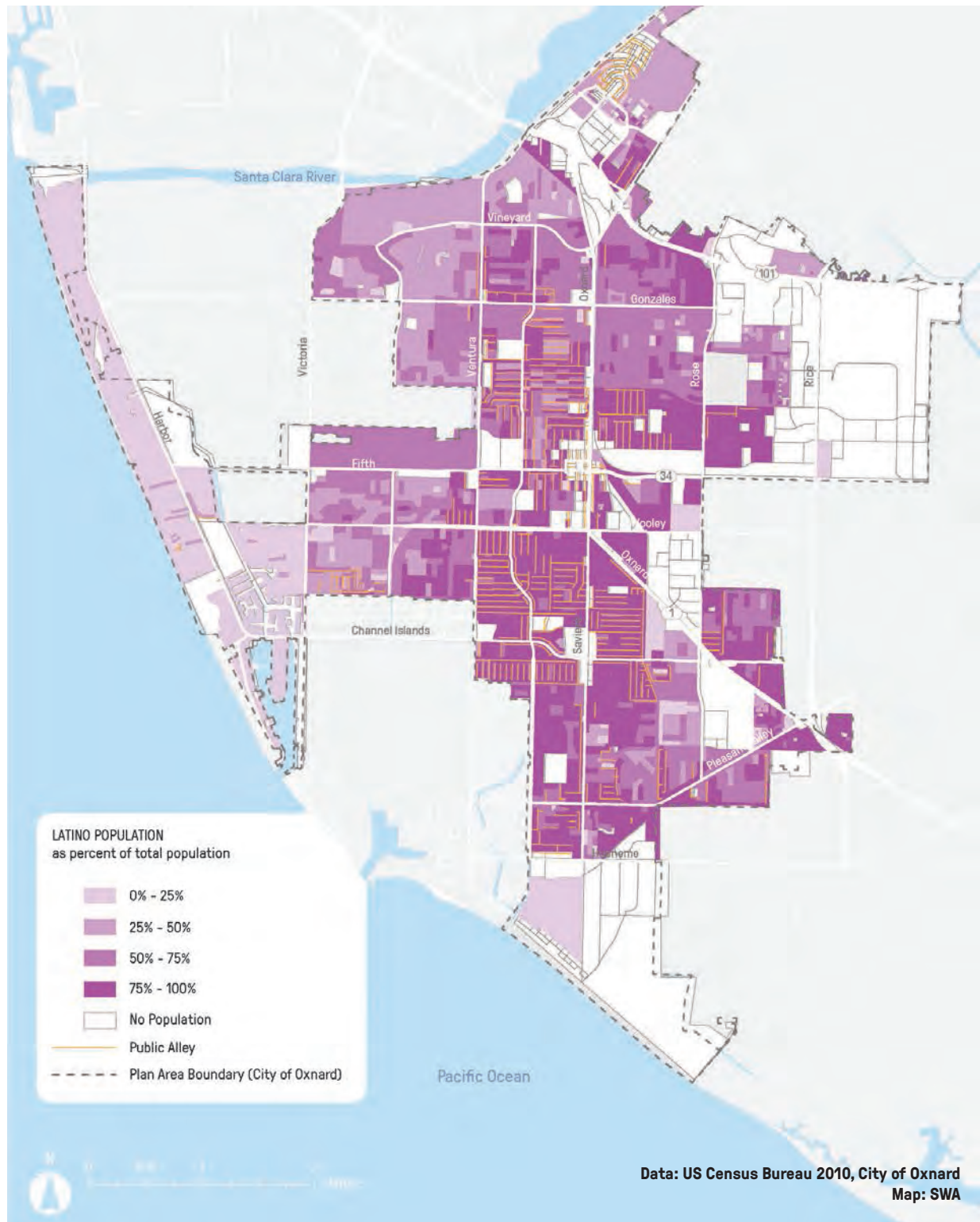
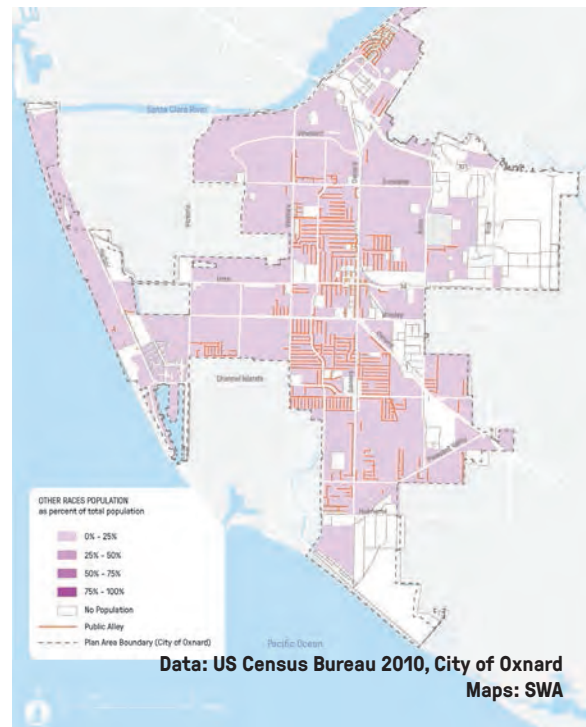
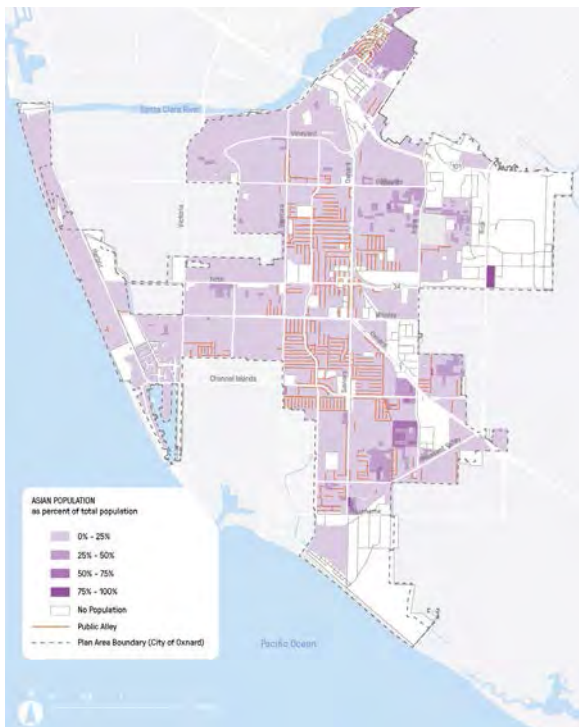
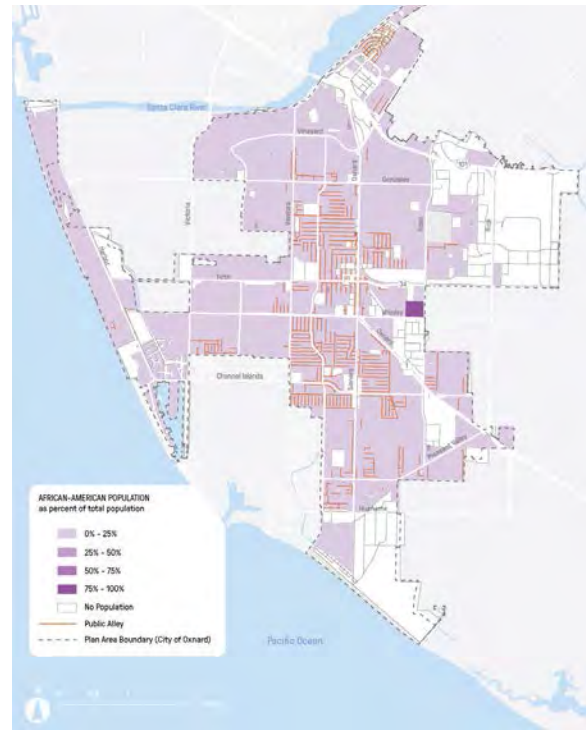
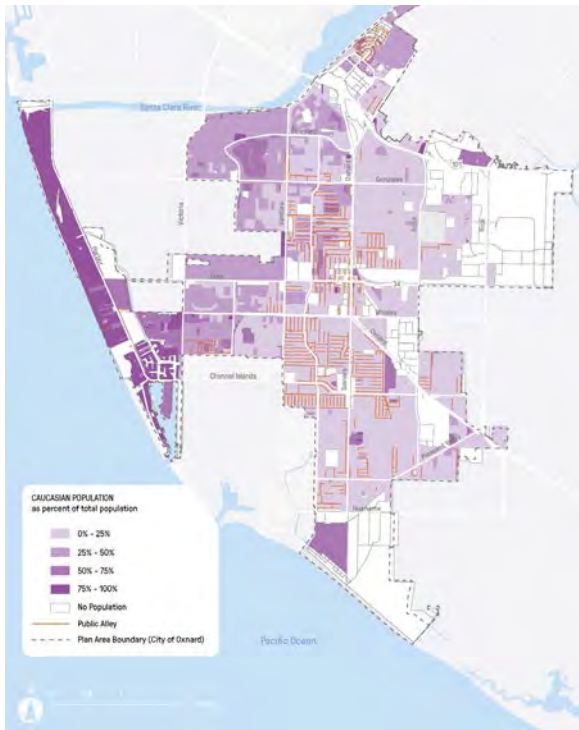


Figure 3.12 Oxnard Race & Ethnicity



Data: US Census Bureau 2010, City of Oxnard
Maps: SWA

Figure 3.13 Oxnard Race & Ethnicity (continued)
See also Appendix C

Oxnard's median household income from 2009-2013 was \$60,784, which is slightly less than California's \$61,094. Neighborhoods in north and west Oxnard tend to have household incomes above the median, while neighborhoods in central and east Oxnard tend to have household incomes below the median, and neighborhoods in south Oxnard are closer to the median. Based on this information, it is not surprising to see there are higher rates of families living below the poverty level in central, east, and south Oxnard (Figure 3.14, and Appendix C).

The adult population of Oxnard, ages 18-65, lives throughout the city. Neighborhoods toward the west and north tend to have higher numbers of people over the age of 65, and lower numbers of children under the age of 18 (Figures 3.15 and 3.16, and Appendix C).

Health Indicators

The UCLA Center for Health Policy Research and the California Center for Public Health Advocacy released data on childhood overweight and obesity numbers by City in 2010. The study revealed discrepancies in childhood overweight and obesity rates from city to city, showing that some have rates much higher than the state average while others are much lower. California's state average is 38 percent; the lowest rate in a city is 11 percent in Manhattan Beach, and the highest is 53 percent in Huntington Park. Oxnard is among the cities with the highest rates of overweight and obese children, with 47.9 percent. Oxnard has the second highest rate in Ventura County, behind Port Hueneme with 52.6 percent (California Center for Public Health Advocacy 2012).

Crime & Safety

The Oxnard Police Department has four districts, dividing the city by north, south, east, and west. Each police district contains alleys. There are two gang injunctions in the City of Oxnard (Figure 3.17). A gang injunction is a restraining order against a group; it prohibits individuals who are associated with a gang from participating in specified activities within the gang injunction area. Nearly all of Oxnard's alleys are within the gang injunction areas, indicating that they are in areas with high levels of crime. A look at the risk of crime activity based on

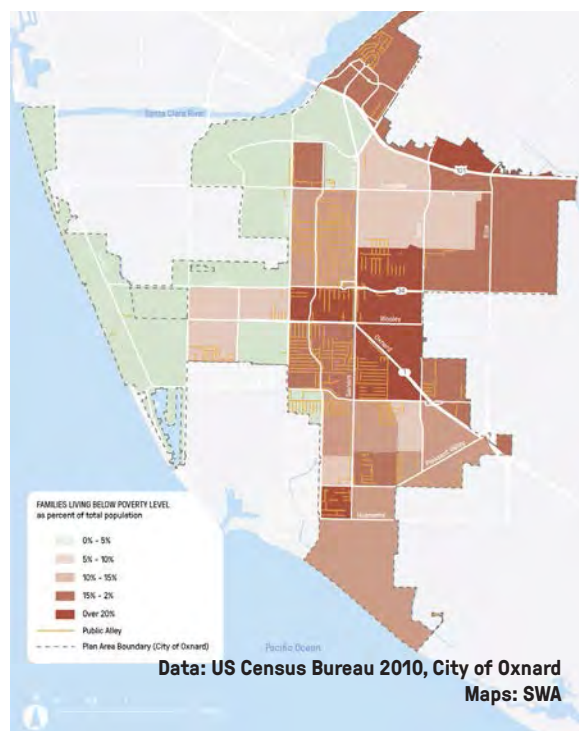
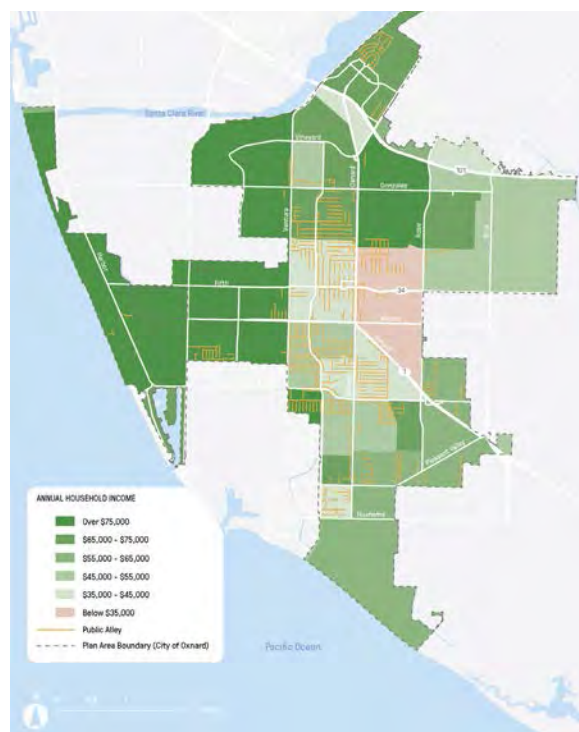
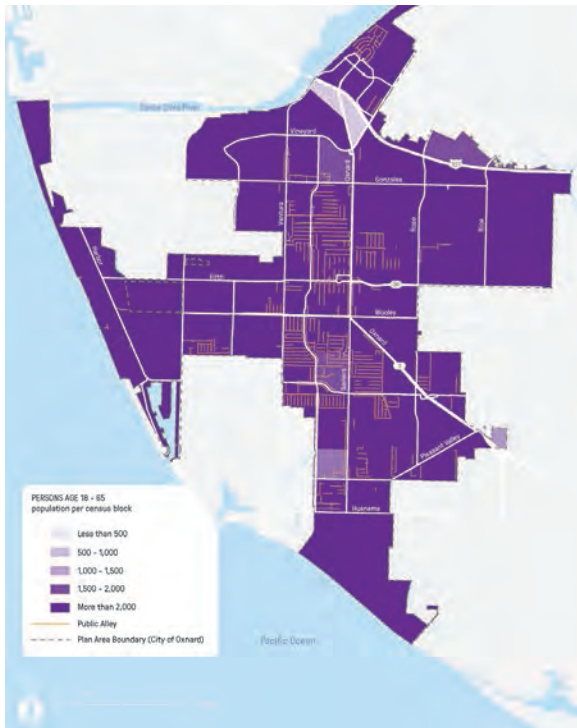


Figure 3.14 Oxnard Income & Poverty
See also Appendix C



analysis provided by Trulia.com also shows that alleys are located in the areas where crime risk hotspots occur (Figure 3.18).

The City of Oxnard spent over \$55,000 on cleaning up hazardous and illegal dumping incidents during the five year period of 2007-2011, and the average amount spent per incident has been climbing since 2007. Illegal dumping occurs throughout the City, but it frequently happens in the alleys (Trujillo 2015). Revitalizing alleys, building community stewardship, and providing education on proper disposal practices will discourage dumping in alleys.

Alleys in general have a reputation for being unsafe, and they are often avoided by members of the community. Employing principles of Crime Prevention Through Environmental Design (CPTED) can help reverse this perception and make alleys safer public spaces that are embraced by the community, and consequently discourage continued illegal dumping in alleys.

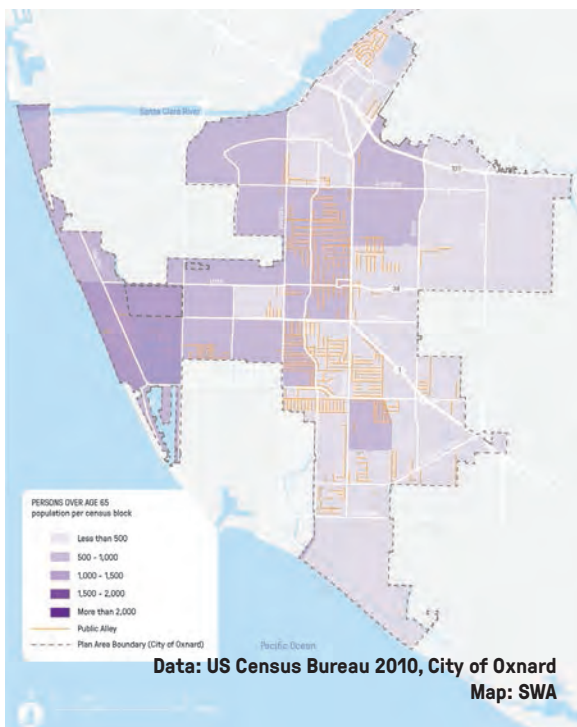


Figure 3.15 Oxnard Population Age
See also Appendix C

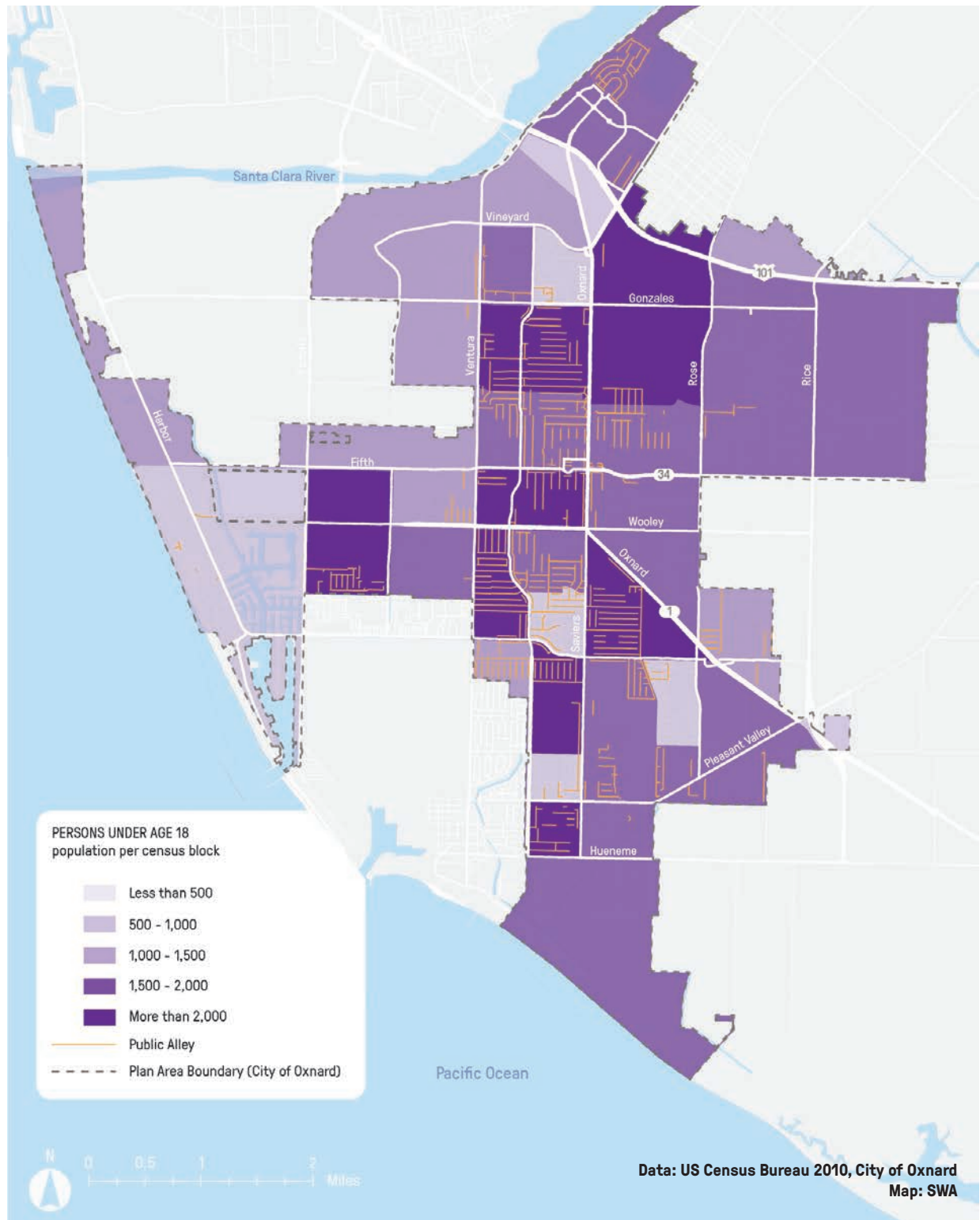


Figure 3.16 Oxnard Population Age (continued)

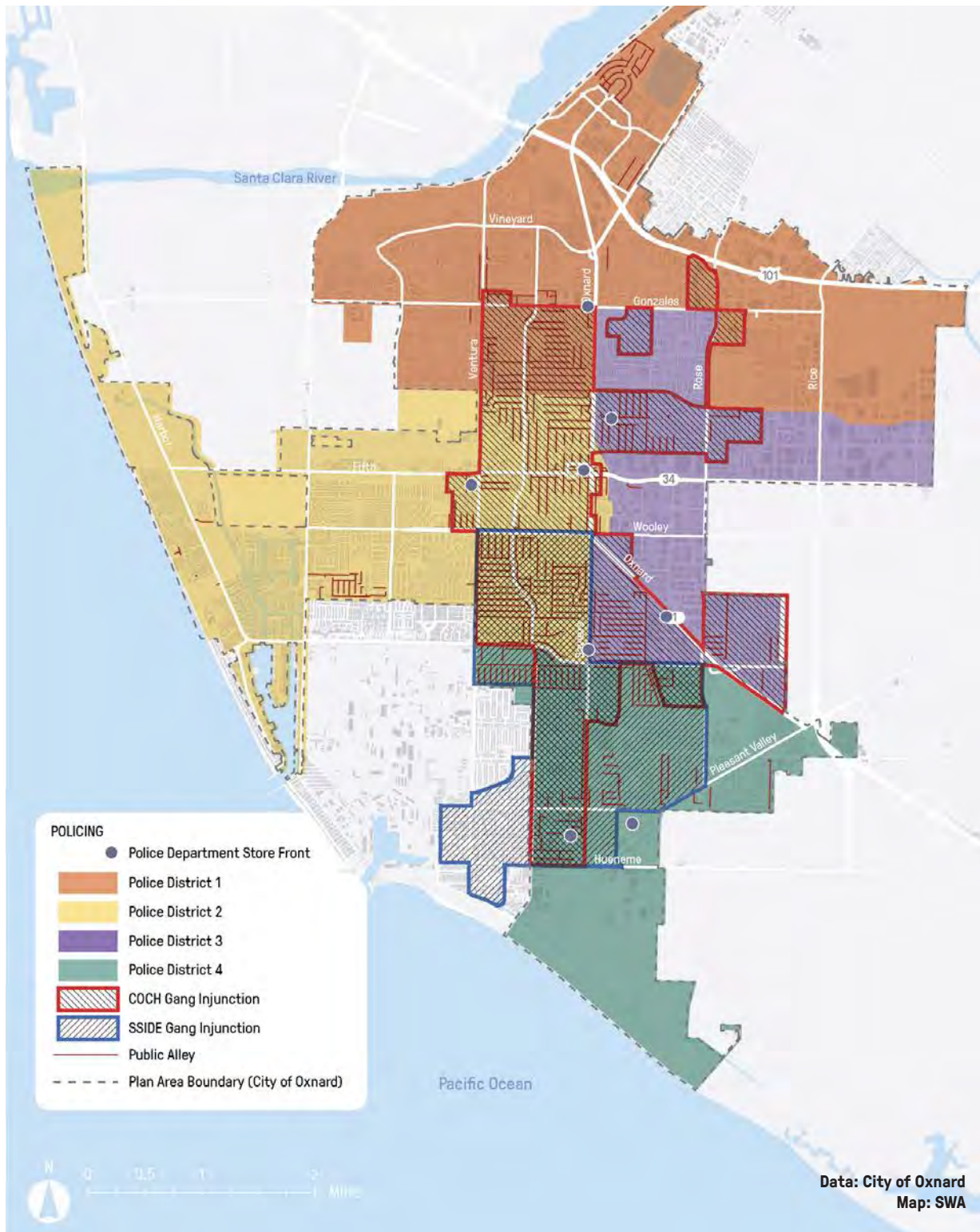


Figure 3.17 Oxnard Policing

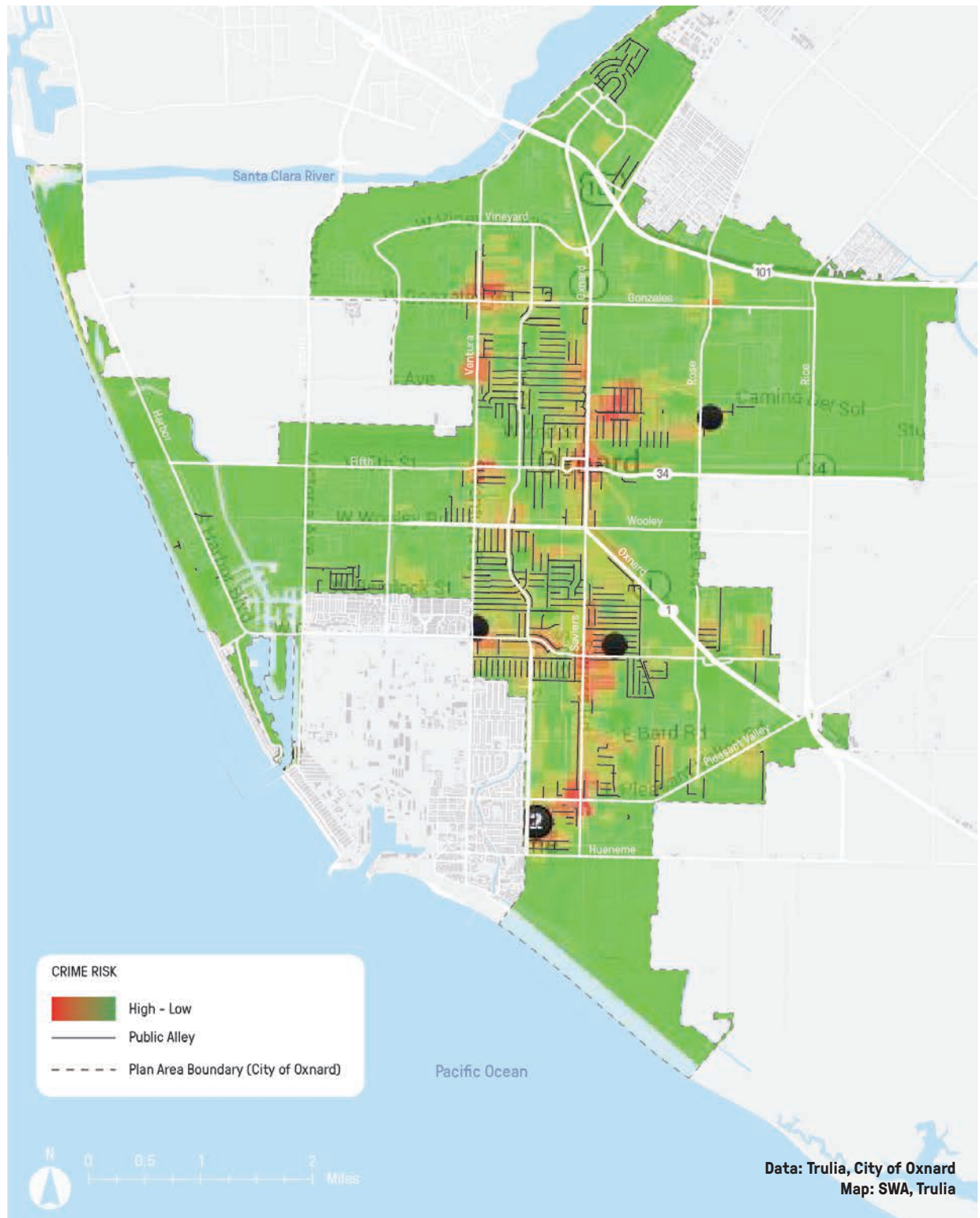


Figure 3.18 Oxnard Crime Risk

Land Use & Transportation Context

Land Use

The City of Oxnard supports a full range of land uses within its boundaries. The City is surrounded by agriculture and coastal open space. Most of the land area in the City is residential. Commercial corridors are concentrated along Highway 101, in downtown, and along primary arterials. There are some industrial areas as well, mostly found in east Oxnard. The alleys are primarily located within either residential or commercial areas, as shown in Figure 3.19 Land Use.

Vacant Lots

Vacant lots can provide an opportunity for green alley development. Development of an alley-adjacent vacant lot could be coordinated with revitalization of the alley, either to provide functional support (e.g., developing the lot for stormwater detention, or as a community park or garden) or by incentivizing the lot's developer to incorporate a multi-beneficial approach to the alley's redevelopment as part of their development plan (Figure 3.20).

Community Destinations

Identifying the locations where people may frequently walk or bike in their neighborhood can help focus where alleys may serve as practical walking and cycling pathways. Figure 3.21 Community Destinations illustrates where public open space, schools, community centers, libraries, grocery stores, places of worship, and hospitals are found throughout the City. Providing safe and enjoyable connections to these destinations from people's homes will help promote more active modes of transportation and reduce the number of short vehicle trips taken.

Bicycle & Pedestrian Infrastructure

Oxnard's *Bicycle and Pedestrian Facilities Master Plan* includes an analysis that helped to identify areas that have the greatest need for improved pedestrian and bicycle facilities. The analysis included factors that generate pedestrian and bicycle activity, that attract pedestrians and bicyclists, and also factors that discourage or detract from pedestrian and bicycle activity (City of Oxnard 2011a). The resulting map is shown in Figure 3.22, with Oxnard's public alleys overlaid. This shows that

the alleys are located in many of the areas that have the greatest need for pedestrian and bicycle improvements. Green alleys can support and supplement the priority projects identified in the *Master Plan* (Figure 3.23), or fill the gaps for areas that have a need but may not have proposed improvements.

Figure 3.24 Bicycle Connections shows the existing and proposed bicycle routes, lanes, and paths in Oxnard. Green Alleys can provide another level of connection for bicyclists in the city, connecting people's homes to the bicycle network or providing connections between designated bike paths, lanes, or routes.

Public Transportation

Oxnard's public transportation system is comprised of bus lines operated by Gold Coast Transit and VISTA, as well as rail service provided by Metrolink and Amtrak. Gold Coast Transit is Oxnard's primary bus route provider, offering fixed-route bus and paratransit services. The Oxnard Transportation Center is the transit hub for the City. Metrolink Ventura County Line trains serve the station on weekdays, and Amtrak's Pacific Surfliner and Coast Starlight (service between Los Angeles and Seattle) make stops at the Oxnard station as well. (Figure 3.25). Green alleys can provide safe connections for walkers and cyclists between their homes or destinations and public transit stops. Similarly, they can offer visitors who do not have access to a car safe and pleasant pathways for exploring Oxnard's downtown.

Traffic Volume & Signaled Intersections

Streets with higher volumes of vehicular traffic and/or no signals at intersections can be intimidating environments for pedestrians and bicyclists. Green alleys may provide alternative connections that are safer and more comfortable for non-motorized transportation. Safety must also be considered where alleys and streets intersect. Mid-block crossings may be integrated where safe conditions are present, or pedestrians and bicyclists may need to be directed to street intersections where safe crossing infrastructure exists. Figure 3.26 illustrates the average daily vehicular traffic for Oxnard's primary streets and the locations of intersections that have traffic signals.

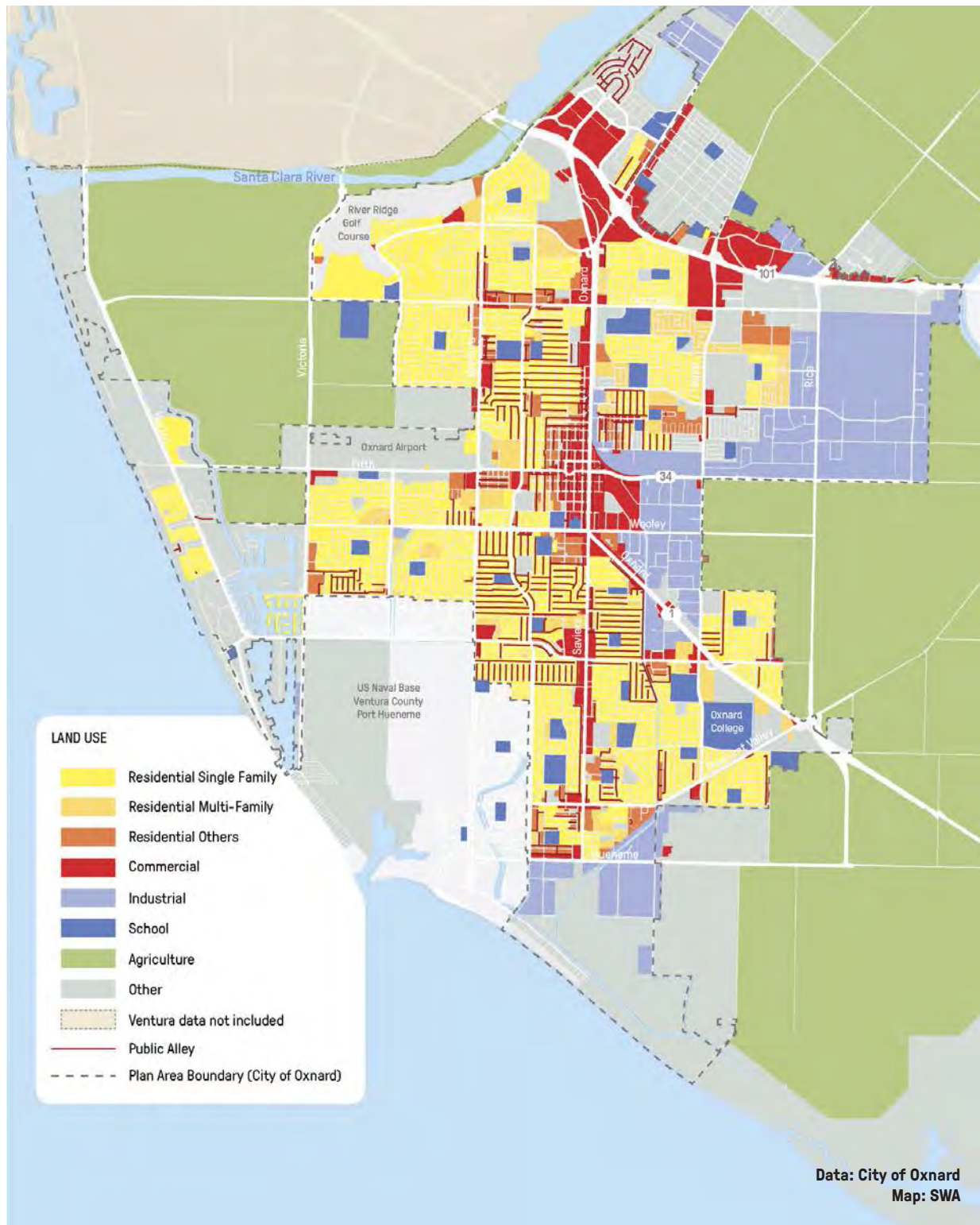


Figure 3.19 Oxnard Land Use

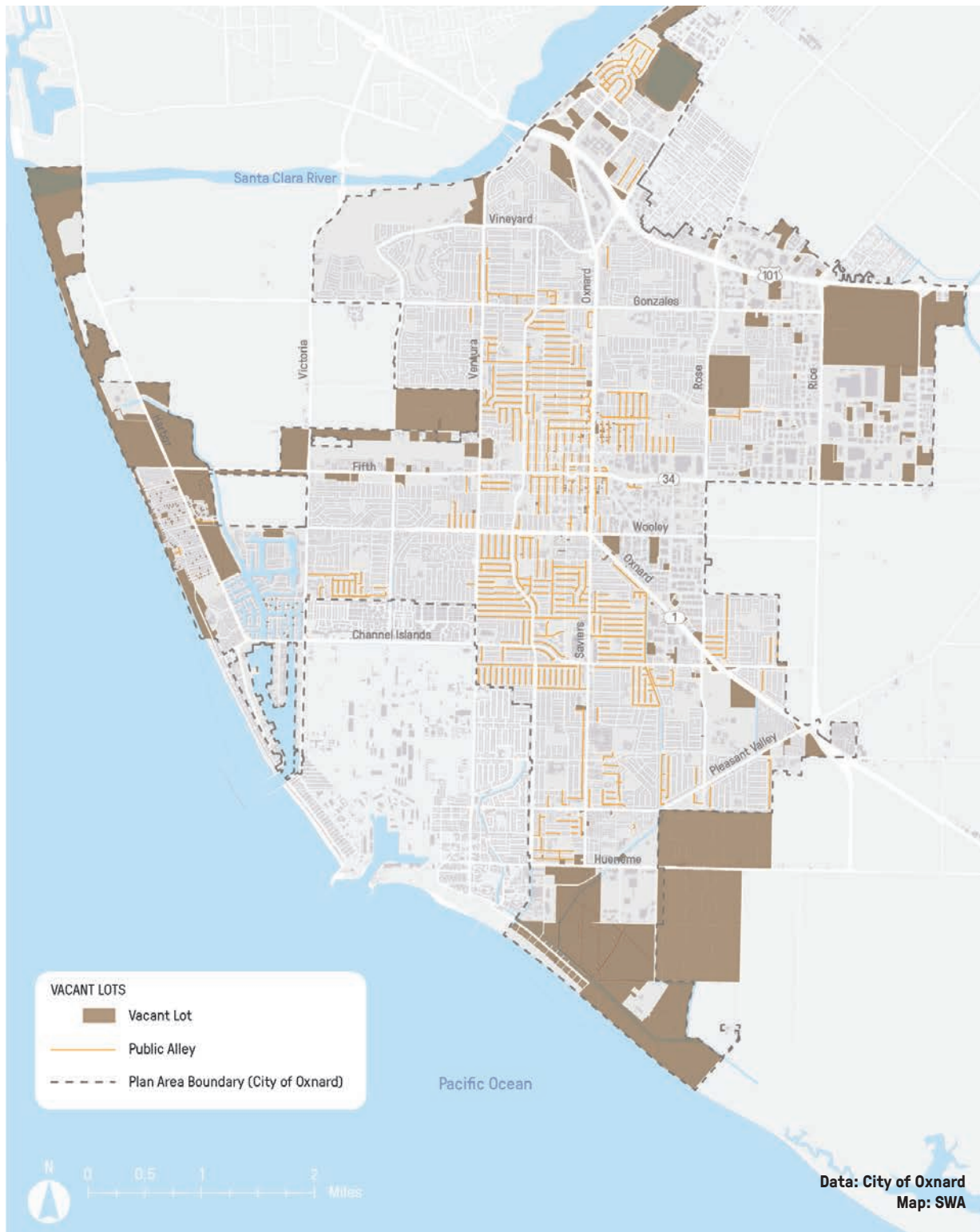


Figure 3.20 Oxnard Vacant Lots

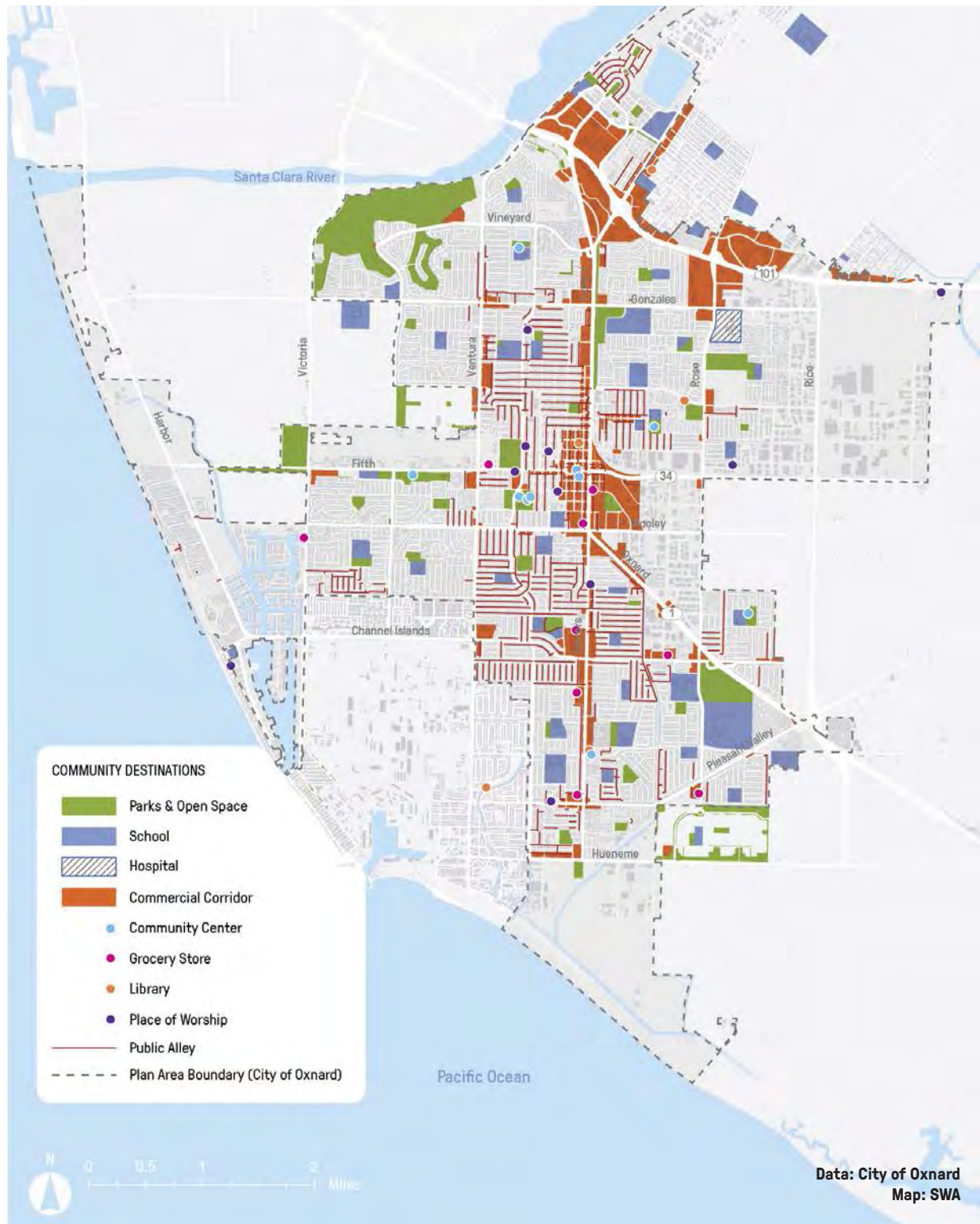


Figure 3.21 Oxnard Community Destinations

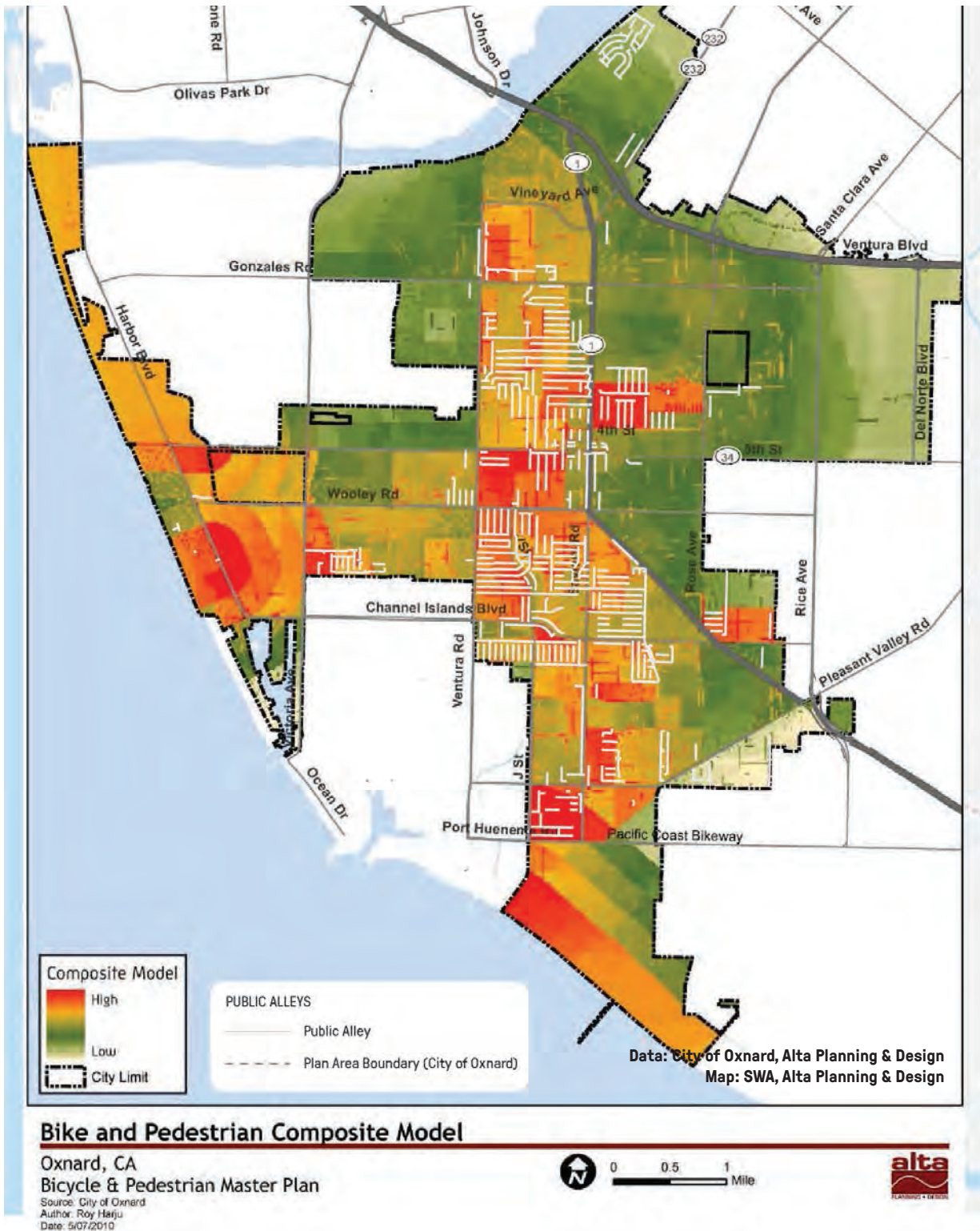


Figure 3.22 Bike & Pedestrian Master Plan Analysis with Alleys



Figure 3.23 Bike & Pedestrian Master Plan Priority Projects



Figure 3.24 Oxnard Bicycle Connections

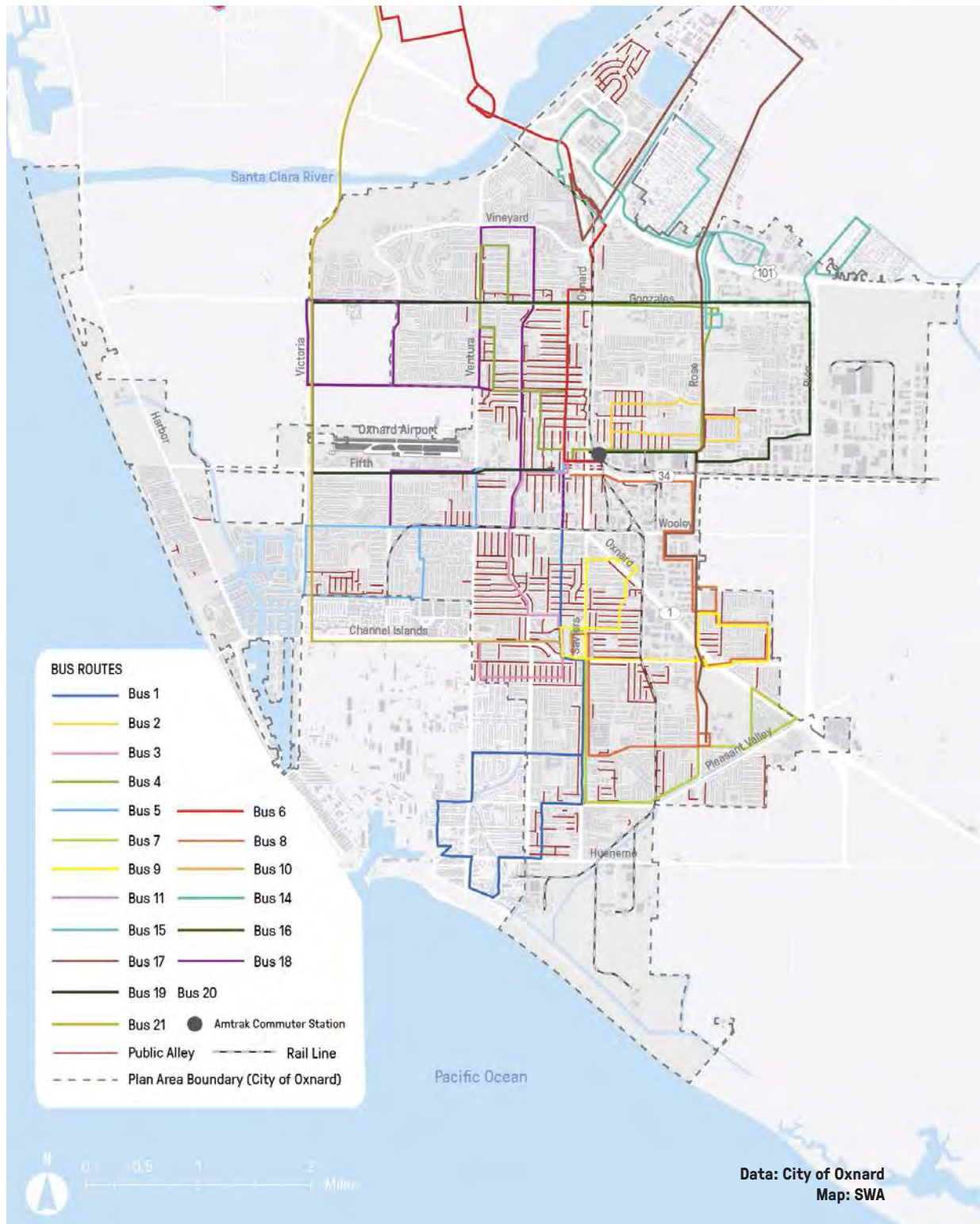


Figure 3.25 Oxnard Public Transportation



Figure 3.26 Oxnard Street Traffic Volume

Alley Conditions

The majority of Oxnard's public alleys are 20 feet wide and paved with asphalt (Figures 3.27, 3.28, and 3.30). They may, or may not, have a concrete drainage swale through the center. Some alleys are narrower, typically 15 feet wide, and paved with concrete. The majority of Oxnard's alleys are also in greatest need of resurfacing according to the City's Paving Condition Index (Figure 3.31).

As the primary functions of alleys have been to serve as a utility corridor and provide access for rear parking, it is not surprising that nearly all of Oxnard's alleys contain utility poles (Figure 3.32) and also serve as access to rear garages (Figure 3.33). Alleys do have variation in terms of the number of garages located along them. Alleys with greater numbers of garages can be expected to have higher levels of vehicular traffic than alleys with fewer garages. Roughly half of alleys serve as refuse collection routes (Figure 3.29 and 3.34).



Top - Figure 3.27 Asphalt Alley in Oxnard

Center - Figure 3.28 Concrete Alley in Oxnard

Bottom - Figure 3.29 Trash Collection Route Alley in Oxnard

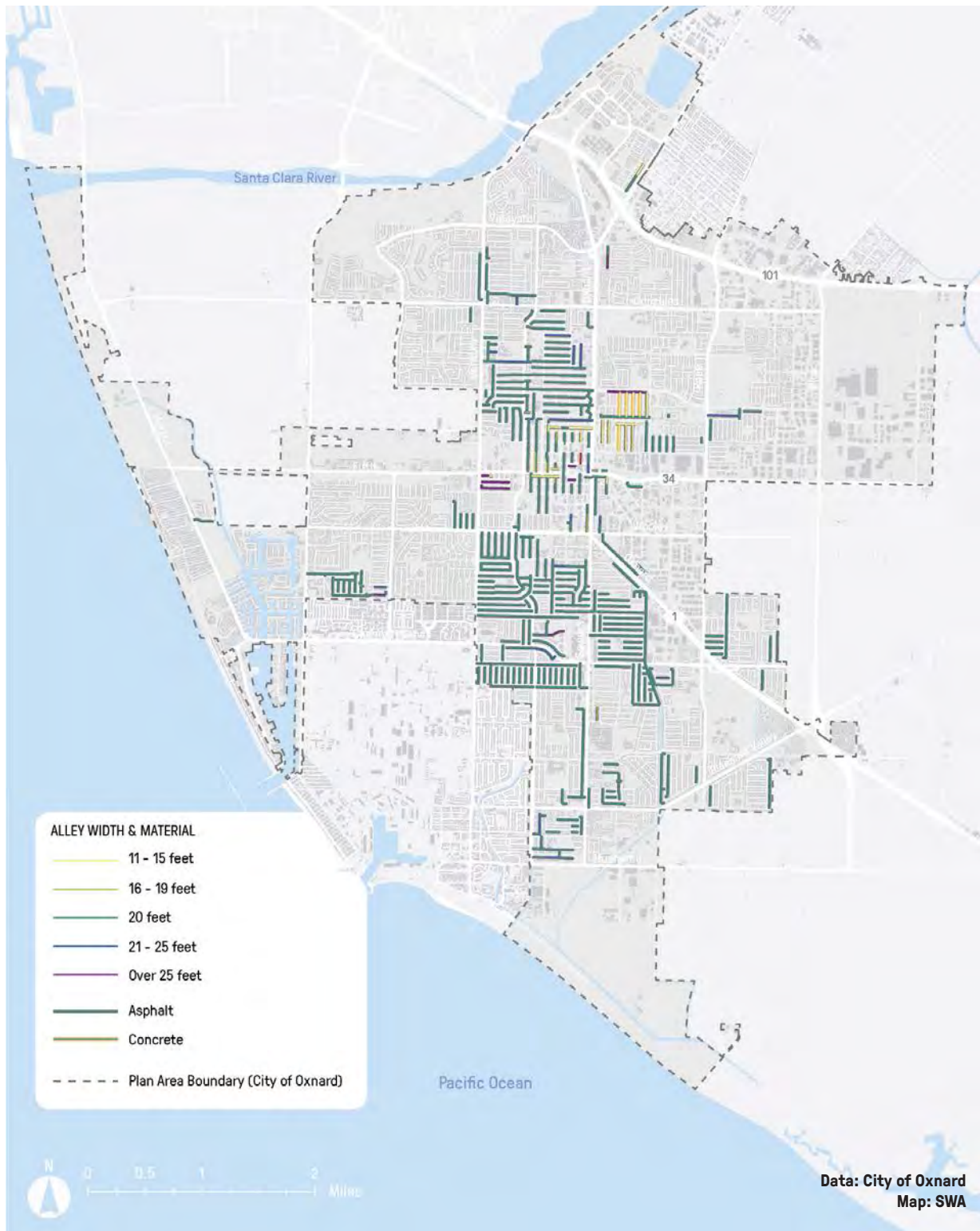


Figure 3.30 Oxnard Alley Width & Paving Material



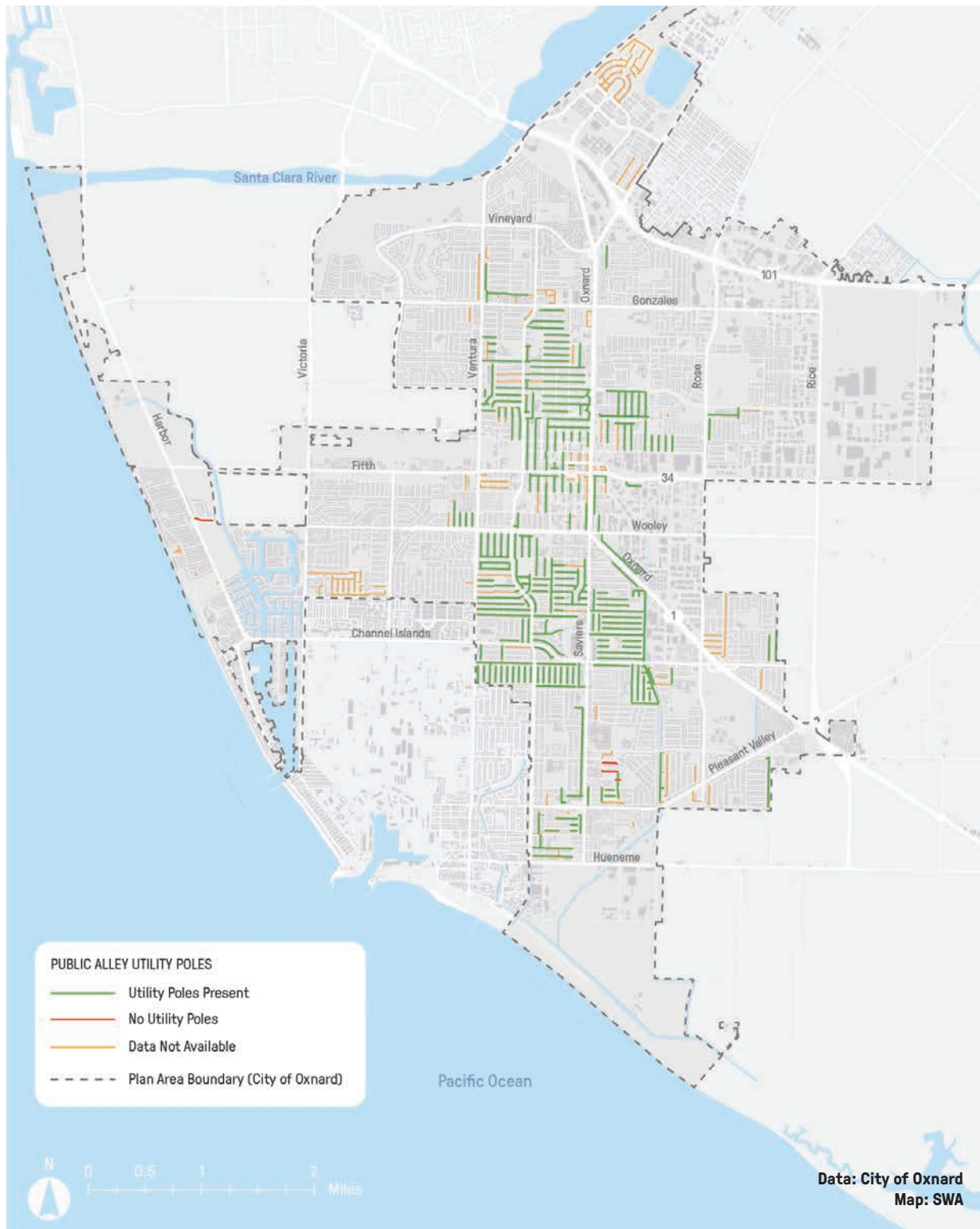


Figure 3.32 Oxnard Alleys with Utility Poles

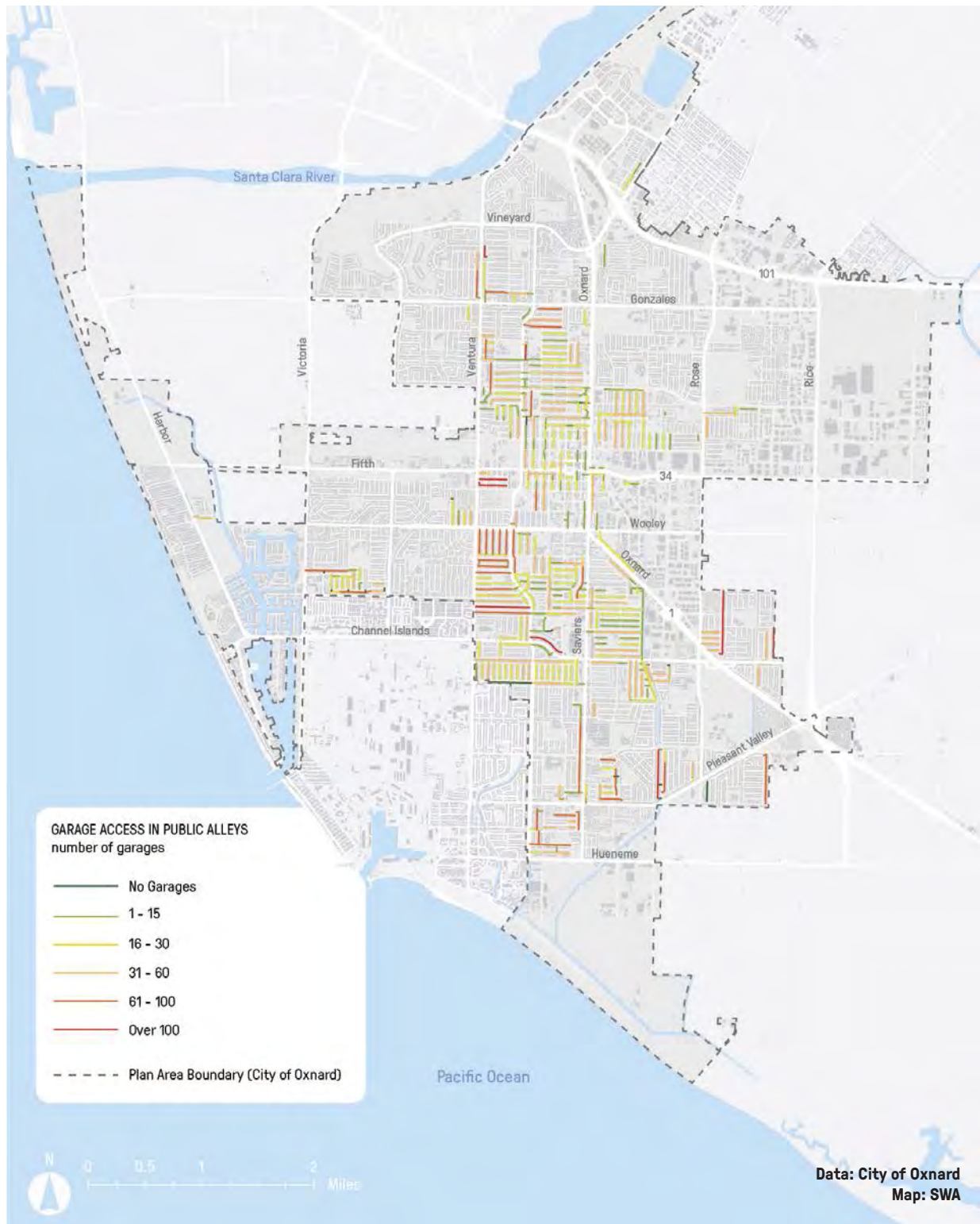


Figure 3.33 Oxnard Alleys Providing Garage Access

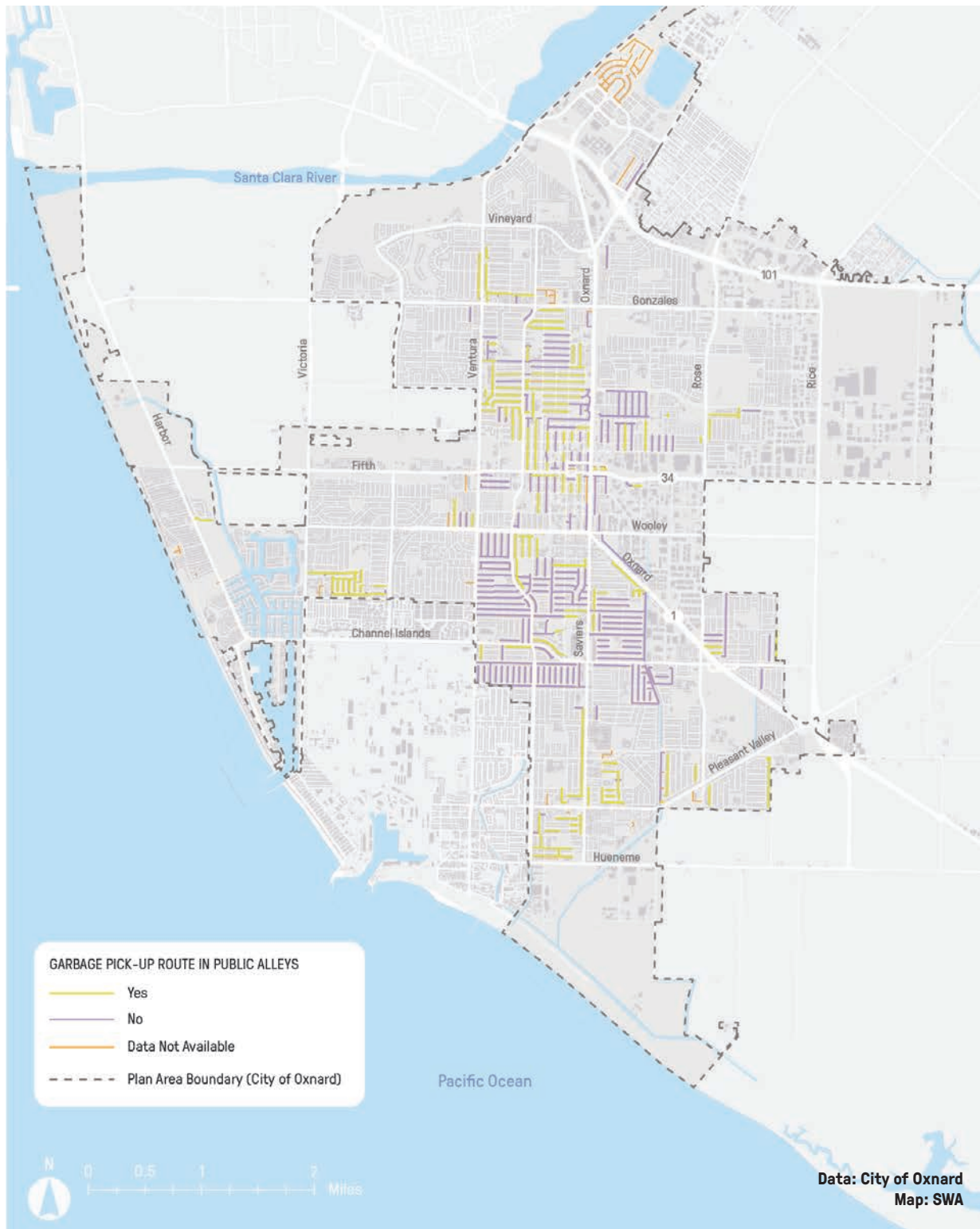


Figure 3.34 Oxnard Alleys with Refuse Collection Route

4

Green Alleys Plan Area Evaluation

CHAPTER 4

Green Alleys Plan Area Evaluation

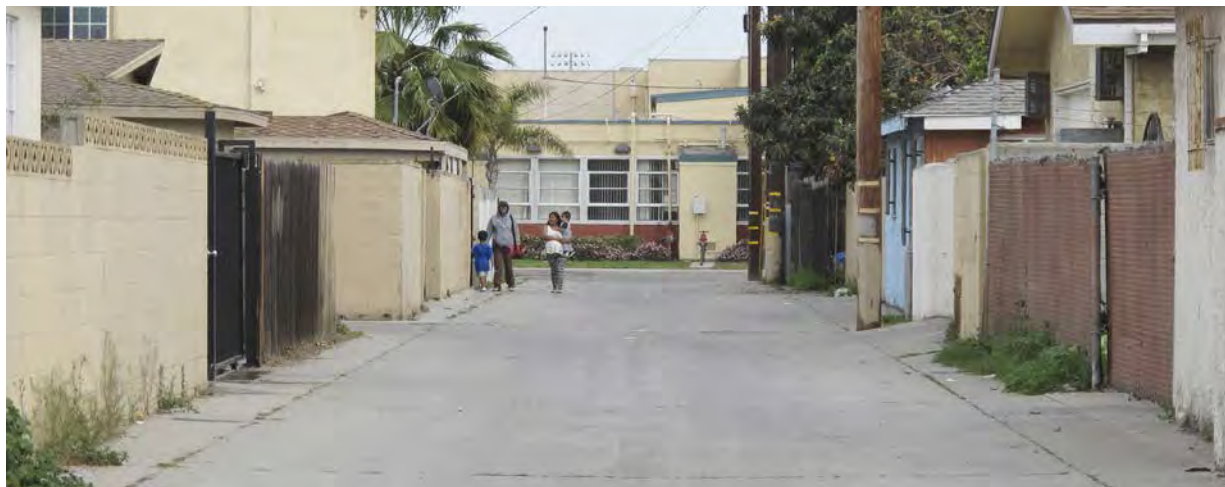


Figure 4.01 Oxnard alley connecting to an elementary school

An evaluation of the existing conditions in Oxnard, which are presented in Chapter 3, helps to identify the opportunities and constraints regarding green alley development, as well as to establish the objectives for green alley projects to achieve.

Opportunities

Opportunities are conditions that may facilitate or enable the redevelopment of alleys to achieve multiple benefits for the community. Particular opportunities for green alleys in the City of Oxnard include the following:

Supportive policy framework: The City's policy framework and planning documents are consistent with the objectives of the *Green Alleys Plan* (refer to Chapter 2: Planning Context). Having a supportive political environment facilitates community planning and projects, particularly with projects, such as green alleys, which represent a new approach.

Wide alleys: Wide alleys provide more space for green alley design elements. This is especially true for alleys that must maintain vehicular access. Alley

width beyond that needed for vehicle travel lanes may be dedicated to humans or plants instead of cars. The majority of Oxnard's alleys are 20 feet wide, which provides room for various uses.

Alley-adjacent vacant lots: Alleys that are adjacent to vacant lots present an opportunity to coordinate a green alley project with the lot's development (Figure 4.02). The City may offer an incentive to developers for them to take on the redevelopment of the alley as part of their project(s). An enhanced alley could benefit new developments as well, by expanding property frontages to include the alley in addition to the street.

Gaps in the urban forest: The urban forest is linked to numerous environmental and social benefits. Green alleys could help provide some of those benefits to areas of the City that do not have extensive, healthy street trees. Through the incorporation of vegetation, green alley projects can fill gaps in the urban forest and help lower the urban heat island effect, reduce greenhouse gases, reduce crime, and beautify neighborhoods.

Alleys that make short-cuts: Alleys that connect to community destinations, such as parks, schools,

markets, or public transit stops; or that link to bicycle or pedestrian facilities, are often already used as shortcuts by residents on foot or bicycle (Figure 4.01). Developing these alleys as green alleys is an opportunity to make these routes safer and more enjoyable, and consequently may increase pedestrian and bicycle activity in the neighborhood.

Alleys that fill gaps in pedestrian or bicycle infrastructure: Similar to the short-cut approach, alleys could be improved for bicycle and pedestrian users in areas that lack existing pedestrian or bicycle infrastructure.

Alleys that work with the existing stormdrain system: Alleys that collect large volumes of stormwater run-off from adjacent properties (Figure 4.03) or streets can treat the water with low impact development best management practices (BMPs). Depending on the soil conditions, there may be a need to connect to a nearby stormdrain line.

Engaged neighbors, business- or property-owners, and organizations: Green alley projects are most successful when they are the result of community collaboration. It often takes those who are nearest to the alley to make a commitment to help maintain the alley. Community stewardship is also an important part of making alleys safer. Therefore, alleys located in neighborhoods that already have exhibited community engagement have an advantage (Figure 4.04).

Constraints

Constraints are conditions that need to be taken into consideration when selecting and redesigning alleys to become green alleys. Some constraints may make green alley development unsuitable, while others may require a special approach. Green alley constraints identified in Oxnard include the following:

Poor soil conditions for infiltration: Most of Oxnard's soil conditions do not allow infiltration to restore groundwater. This means that most green alleys will not include infiltration best management practices (BMPs), but should include filtration BMPs instead. While the BMPs will not help to increase the groundwater supply, they will help prevent harmful pollutants in stormwater run-off from entering the Santa Clara River or Ormond Beach Wetlands.



Top - Figure 4.02 Alley-adjacent vacant lot in Downtown Oxnard
Center - Figure 4.03 Parking lots drain to an alley in Oxnard
Bottom - Figure 4.04 Residents garden in an Oxnard alley



Graffiti, gang activity, illegal dumping, and crime:

These conditions may discourage green alley development, but they are also indicators of the need to improve safety in the alleys (Figure 4.05). Green alley design strategies should employ contemporary principles from Crime Prevention Through Environmental Design (CPTED), such as activity, ownership, maintenance, and surveillance (Office of the Deputy Prime Minister 2004).



Narrow alleys: Unless vehicular access through the alley is not needed, narrow alleys simply may not have enough space to incorporate green alley designs. A width of 20 feet is needed to allow two vehicles to safely pass; a minimum width of 12 feet is needed for a single driving lane to accommodate fire and trash trucks (Figure 4.06). In most circumstances, green alleys should be at least 20 feet wide in order to support a combination of social, environmental, and traffic needs.

Existing utilities: Nearly every alley contains utility infrastructure. Green alley designs should allow access to utilities for maintenance and operations.



Trash/Recycling bins and trucks: In some neighborhoods, refuse collection occurs on the streets; in others, it occurs in the alleys. Alleys that serve as refuse collection routes should be designed to allow the passage of collection trucks. Their design should also provide organized locations for the bins or dumpsters that will be in the alley.

Vehicular access to garages/parking: Almost every alley provides access to rear parking areas. Alleys that have garages or parking areas located continuously along both sides may not be suitable as green alley projects (Figure 4.07). However, most alleys have parking access staggered, and consequently have some areas where the space dedicated to vehicular use can be reduced.

Emergency access: Green alley designs should not impede emergency responder access to properties. Green alley design and implementation should be coordinated with the Fire and Police Departments.

Top - Figure 4.05 Dumping in an Oxnard alley
Center - Figure 4.06 Narrow alley in Oxnard
Bottom - Figure 4.07 Continuous parking access in an Oxnard alley

Green Alleys Plan Objectives

The *Oxnard Green Alleys Plan* sets a framework for achieving multiple objectives through the planning, design, and future implementation of green alley projects. The following objectives were developed based on the existing conditions, opportunities, and constraints in Oxnard.

The *Oxnard Green Alleys Plan* proposes the following objectives to be achieved by the future redevelopment of alleys as green alleys:

1. Integrate shared street principles to improve safety for all alley users.
2. Increase pedestrian and bicycle activity with connections to community destinations, public transportation, and bicycle and pedestrian networks.
3. Increase access to community space, recreation opportunities, and gardening for the opportunity to grow healthy food.
4. Reduce undesired activity and make alleys safer for people who use them and live or work beside them.
5. Support the local economy and compact community development.
6. Reduce the City's expense for alley paving maintenance.
7. Improve water quality and reduce landscape use of potable water.
8. Reduce the urban heat island and improve air quality.
9. Engage community members in green alley planning and projects.

- 1 **TRAFFIC SAFETY**
- 2 **PEDESTRIAN & BIKE ACTIVITY**
- 3 **COMMUNITY SPACE & HEALTH**
- 4 **PERSONAL SAFETY**
- 5 **LOCAL ECONOMY**
- 6 **EFFICIENT MAINTENANCE**
- 7 **WATER QUALITY & CONSERVATION**
- 8 **AIR QUALITY**
- 9 **STEWARDSHIP**

Figure 4.08 Green Alleys Plan Objective Topics

5

Green Alleys Neighborhood Prioritization

CHAPTER 5

Green Alleys Neighborhood Prioritization



Figure 5.01 Prioritization guided by green alleys objectives

Determining which alleys in the City are good candidates for green alley projects is a two-step process. The first step involves data analysis to identify priority areas throughout the City. The second step is an analysis of the alleys within a priority area, to determine which alley is most suitable for green alley design. The first step of neighborhood prioritization is discussed in this chapter; the second step of alley suitability is discussed in the following chapter, Chapter 6 Designing Green Alleys.

Green Alleys Neighborhood Prioritization Method

The goal of green alleys neighborhood prioritization is to determine areas of the City that have high potential for achieving the green alleys objectives and for providing multiple benefits. An alley that provides multiple benefits serves more than one function and achieves multiple objectives. Consequently, it may present more opportunities for funding. An example is an alley that is designed to both filter pollutants from stormwater and increase safety for bicyclists may be eligible for grants

focused on improving water quality and grants focused on increasing active modes of transportation.

The prioritization process involved the analysis of information from three sources: GIS data of existing conditions; experiential, or qualitative, impressions from alley field surveys; and input from the Green Alleys Planning Committee and Advisory Group (City Green Alleys Plan Lead Agency and stakeholder departments or organizations).

GIS Analysis Models

Four GIS analysis models were used to rank neighborhood alleys on their potential to meet green alleys objectives. Some objectives can, and should, be achieved by green alleys regardless of where they are located in the City. These are the objectives that relate to traffic safety, personal safety, maintenance, water quality, air quality, and stewardship.

Other green alleys objectives, however, are impacted by site-specific conditions. Throughout Oxnard's alley neighborhoods some conditions may increase or decrease the potential benefit that could be achieved by green alley projects. For example, some

neighborhoods may have a greater need for bicycle and pedestrian infrastructure improvements, and therefore would benefit most from green alleys that provide such improvements. The GIS analysis models were developed to focus on the context-dependent objectives; these relate to pedestrian and bicycle activity, community space and health, economy, water quality, and air quality. Refer to Figure 5.01.

GIS data was collected and reviewed during preliminary investigations to develop a background understanding of Oxnard's existing conditions (refer to Chapter 3 Existing Conditions in Oxnard.) Some of this data is relevant to identifying priority areas, while other data informs alley suitability, green alley design, or other phases of green alley planning (Refer to Appendix D).

Each of the four GIS models utilize a different combination of the relevant data and assigns points to all public alleys, in order to score them based on their potential to meet green alleys objectives. A list of the data categories for each of the models follows, and refer to Appendix E for more information.

Connections Analysis Model

Primary Objective Addressed: Increasing pedestrian and bike activity.

Data Analyzed:

- Bicycle & pedestrian demand
- Locations of community destinations
- Bicycle network (existing and proposed)
- Bus stops & rail station
- Alley width
- Tree coverage

Community Space Analysis Model

Primary Objective Addressed: Increasing community space and health.

Data Analyzed:

- Park area
- Population density
- Alley width
- Tree coverage

Commerce Analysis Model

Primary Objective Addressed: Supporting the local economy.

Data Analyzed:

- Commercial / Retail land use
- Bicycle & pedestrian demand
- Alley width

Environmental Impact Analysis Model

Primary Objectives Addressed: Improving water & air quality.

Data Analyzed:

- Impermeable cover
- Tree coverage
- Alley area

Neighborhood boundaries, as recognized by the City of Oxnard, and the boundary of the Oxnard Downtown Management District were used as the organizing framework for identifying priority areas. This provided 42 neighborhoods within the City that contain public alleys. The GIS analysis assigned each neighborhood a score for each of the four models, with *higher scores indicating greater potential to meet the associated objectives*. Refer to Figures 5.02, 5.03, 5.04, and 5.05, as well as Appendix E.

Limitations of the Analysis

Through the GIS analysis, scores were assigned to each alley segment, and then averaged for each neighborhood. This means that comparing scores across neighborhoods does not account for the difference in number of alley segments in the neighborhoods, or even the difference in length of alley segments. A neighborhood with 50 alley segments may actually have more potential for achieving green alley objectives than a neighborhood with only one alley segment. This circumstance was given consideration during the qualitative analysis of the alley neighborhoods and neighborhoods with more alleys were given more priority.

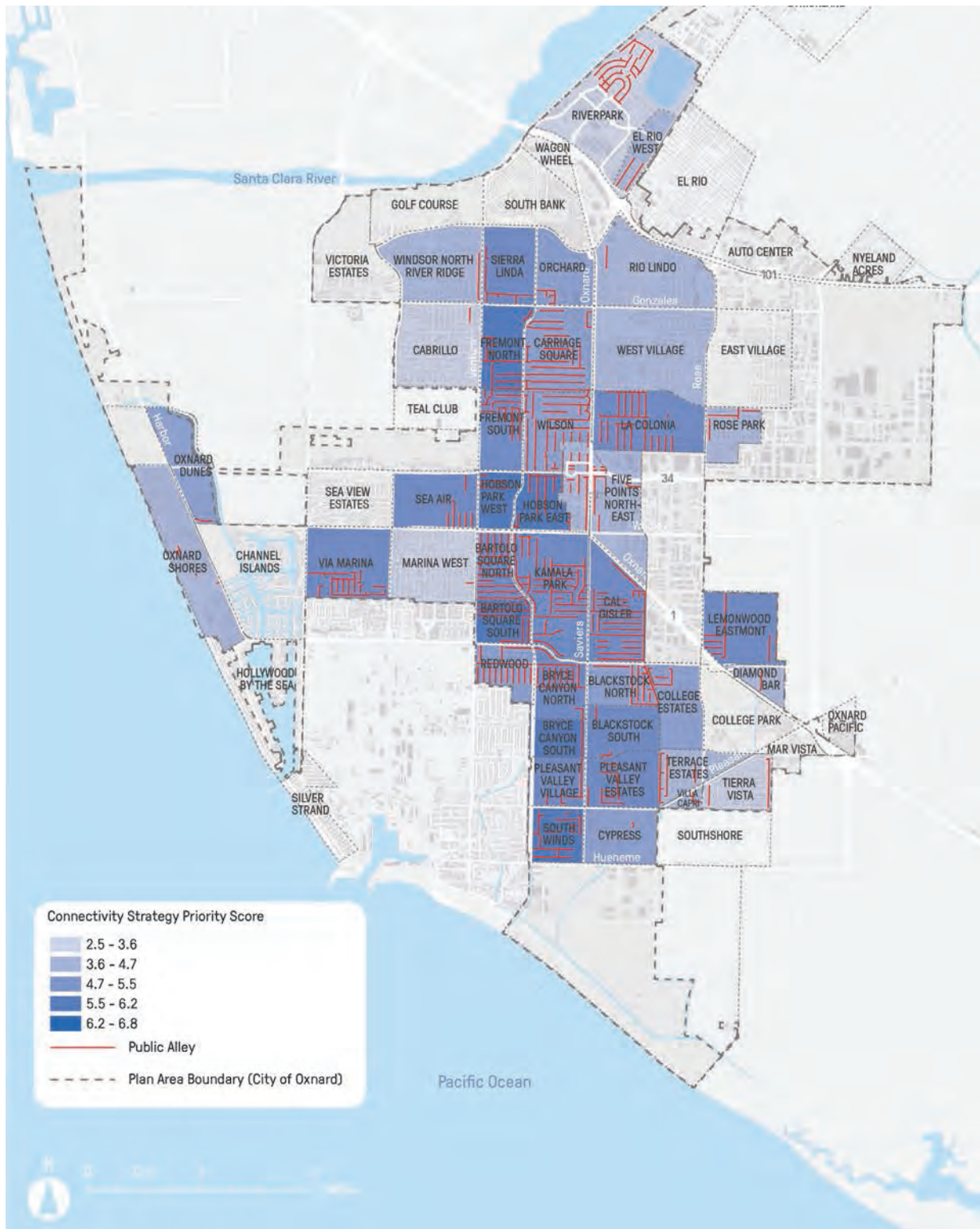


Figure 5.02 Connections GIS Analysis Results - Neighborhood Average

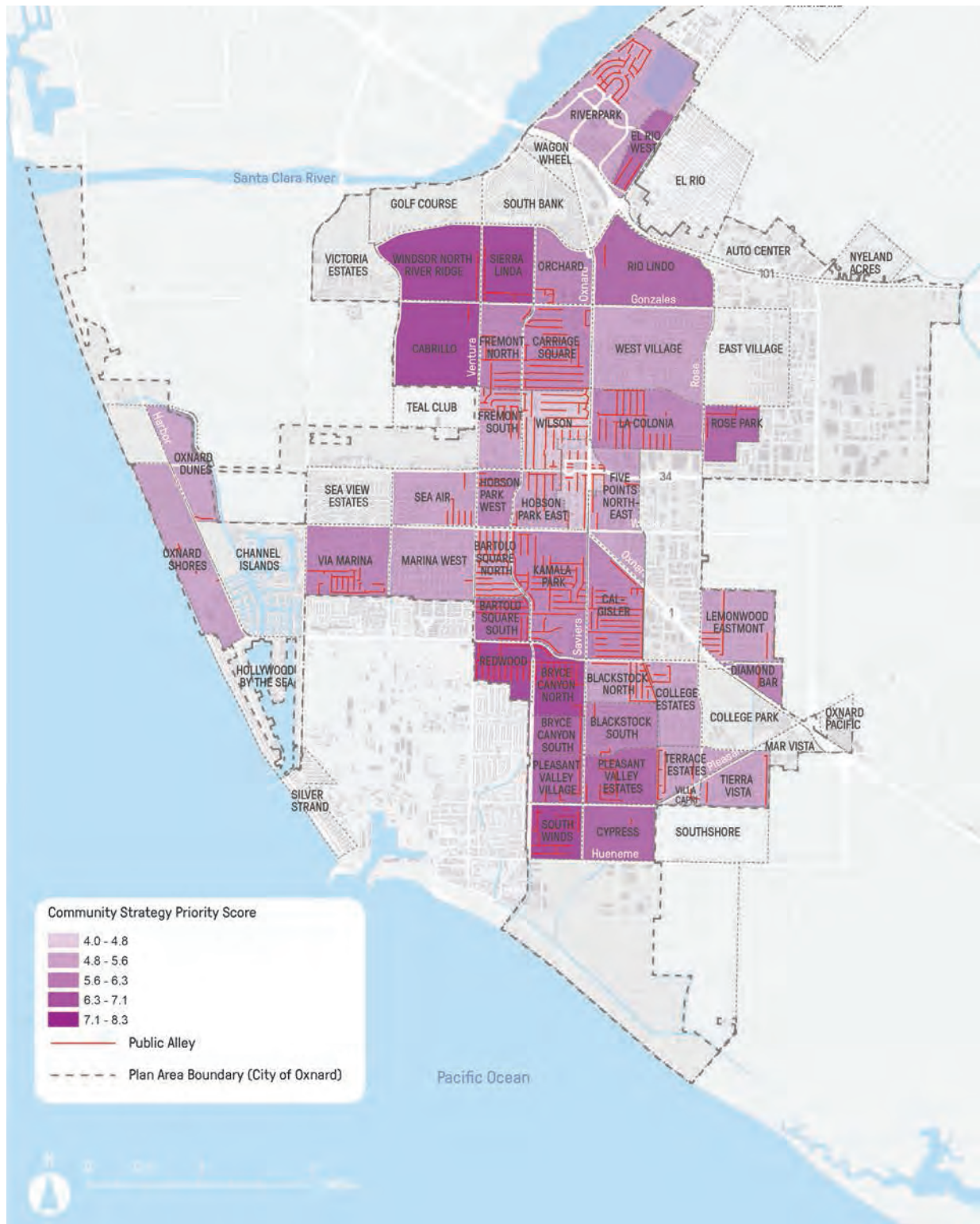


Figure 5.03 Community Space GIS Analysis Results - Neighborhood Average

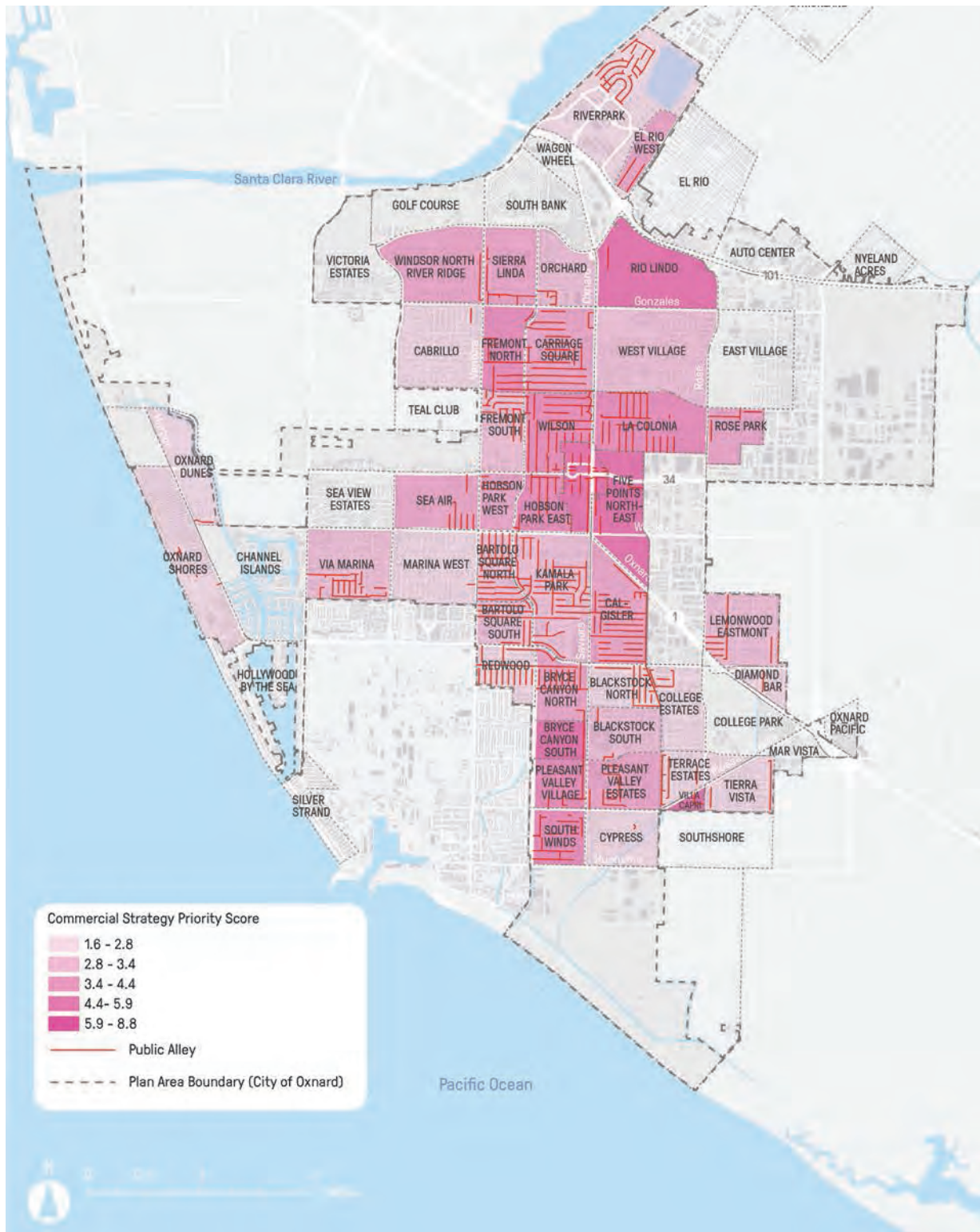


Figure 5.04 Commerce GIS Analysis Results - Neighborhood Average

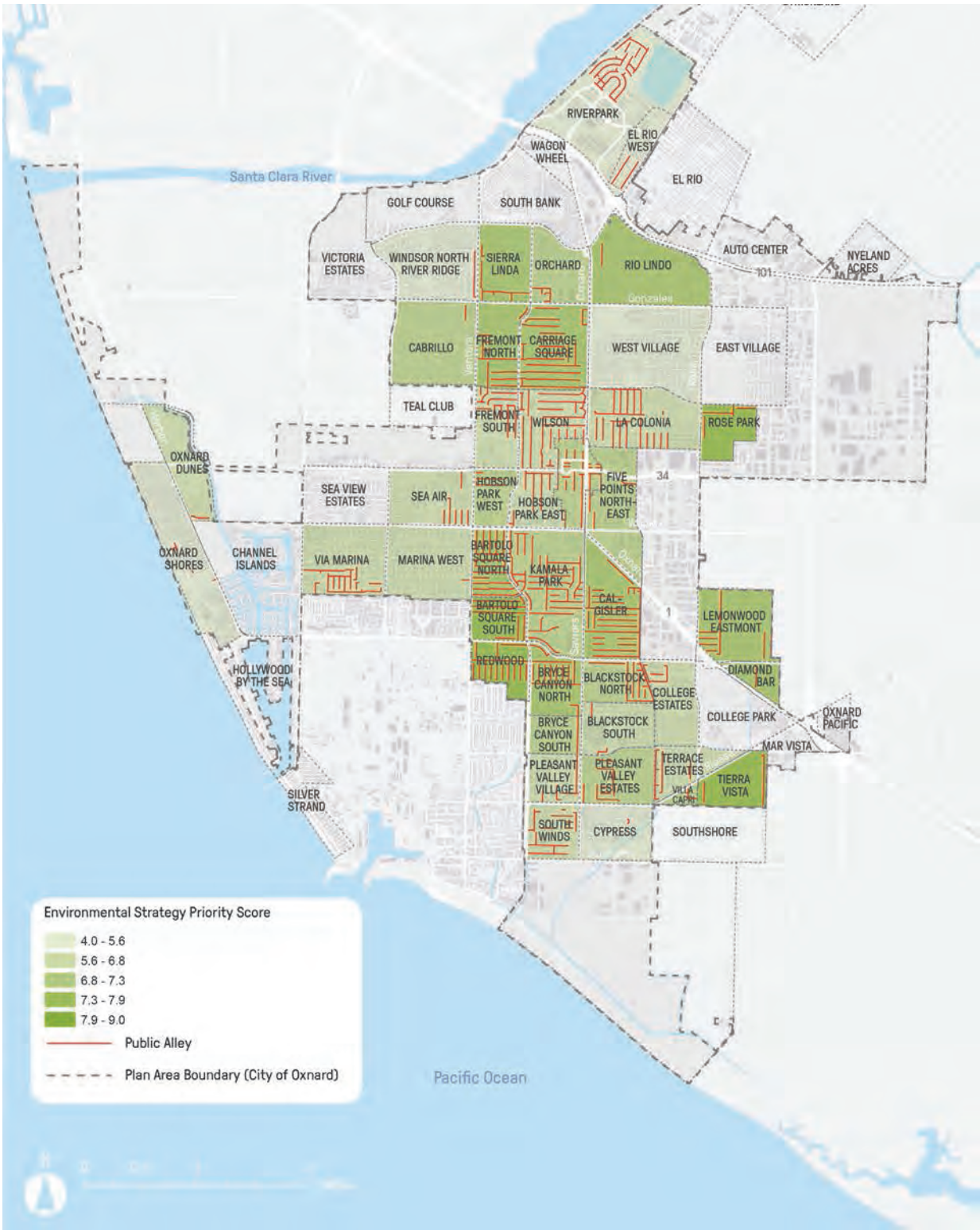


Figure 5.05 Environmental Impact GIS Analysis Results - Neighborhood Average



Figure 5.06 Oxnard's high priority green alley neighborhoods
 Top - Downtown Management District
 Center - La Colonia
 Bottom - South Winds

Qualitative Analysis

The GIS model scores provide a data-driven method for focusing on areas that have high potential for achieving green alley objectives, but the results need to be field-verified and examined through the human lens. For example, an alley that is in the vicinity of a school on the map would receive a high score in the GIS model, but may not actually be suitable as a walking shortcut from the human perspective. Therefore, the GIS analysis results were combined with experiential assessments based on site visits to alleys in high-scoring neighborhoods, and discussions with the Green Alleys Planning Committee and Advisory Group.

The final outcome is three neighborhoods that were identified as holding the highest potential to be successful starting points for green alley projects in Oxnard (Figure 5.06). The three high priority areas are:

Downtown Management District – a demonstration project in downtown would have high visibility and benefit a larger segment of Oxnard's population; particular alleys could be suitable for supporting public events that take place downtown.

La Colonia – an economically-disadvantaged community with heavy foot traffic; the alleys connect to schools and parks and are actively used as walking shortcuts. There is existing community initiative focused on cleaning up alleys and greening the neighborhood.

South Winds – an economically-disadvantaged community with high population density; the alleys have potential for improving traffic safety for shared uses, and for supporting businesses along Hueneme Road.

6

Designing Green Alleys

CHAPTER 6

Designing Green Alleys



Figure 6.01 Green Alleys community workshop in South Winds

Standard alleys are designed to function for vehicular traffic and utilities, but their intimate scale makes them well suited as “people” spaces. Green alley design considers all users of alleys and aims to maintain their standard function where necessary to do so, but also integrates non-traditional uses that will enhance the surrounding community.

The *Oxnard Green Alleys Plan* provides a framework to guide the future design and implementation of green alley projects. The framework is composed of categories of design guidelines and elements to serve as a “menu” of options. In this way, project proponents can pick and choose elements that are best suited to their project site, available funding, and maintenance objectives.

This document recommends a base level of improvements to start any green alley project. The base improvements should be supplemented with additional improvements, tailored to each project’s unique circumstances. These additional improvements are categorized by Green Alley Typologies, which relate to the four neighborhood

prioritization models: Connections, Community Space, Environmental Impact, and Commerce (refer to Chapter 5 Green Alleys Neighborhood Prioritization).

The neighborhood prioritization results can help identify the Green Alley Typology that is best suited to a neighborhood or the particular alley. Whether selecting improvements from a single typology or a combination from multiple typologies, the choice of design elements should be supported by the surrounding community and should result in the achievement of multiple objectives.

An analogy for this approach to designing green alleys is the idea of building your own pizza (Figure 6.02). Pizzas almost always start with pizza dough and tomatoes as the basic ingredients. These are like the existing conditions in the alley that you will be working with. Next you create the base of your pizza by shaping the dough into the crust, adding pizza sauce made from the tomatoes, and then topping it with some cheese. This is like the Green Alley Base Improvements, which serve as the foundation for every green alley. Now the fun part – depending on what you are hungry for, you will put on some additional toppings. Maybe you will mix and



Figure 6.02 Green Alley Pizza Analogy

match to create a unique flavor, or maybe you will pick toppings to create a favorite flavor such as “Deluxe” or “Garden Veggie.” This is like selecting the special additional improvements, either mixing from several Green Alley Typologies or focusing primarily on one, for example a “Community Space” alley. In the end, all the pieces fit together to make an alley (or pizza) that the whole community will enjoy.

Community & Stakeholder Input

Many of the guidelines and design elements recommended in the *Oxnard Green Alleys Plan* were presented to stakeholders and members of the community. During the *Plan*’s development, draft guidelines were discussed at the Green Alleys Planning Committee and Advisory Group meetings,

which were attended by representatives from stakeholder organizations and City departments.

The City also sponsored two public workshops, one in the La Colonia neighborhood and one in the South Winds neighborhood, in order to engage community members and collect their input (Figures 6.01, 6.03, and 6.04). At the two workshops held on April 11 and April 18, 2015, community members in attendance observed a presentation on the background of the *Oxnard Green Alleys Plan* and examples of green alleys from other cities in California and throughout the United States. They were then led on a tour of a nearby alley in the neighborhood, where they were asked to complete an “Alley Observations” worksheet to share their



Figure 6.03 Community members participating in Green Alleys Workshops. Top: South Winds alley tour; Center: La Colonia alley tour; Bottom: La Colonia “Build your own Alley” activity

thoughts on the alley’s existing use and condition as well as its potential to be something more (refer to Appendix F). After the alley tour, participants were given a green alley base sheet, and then asked to select the design elements from the four Green Alley Typologies that they would most like to see in a green alley in their neighborhood. This activity was based on the pizza analogy, with different “flavor stations” for each of the typologies, where participants could get green alley pizza “toppings” (stickers for each of the design elements). When participants were finished, they were asked to turn in their green alley “pizza” to the “pizza oven.”

The results from the two public workshops were compiled and used to develop typology-based vision graphics illustrating potential green alley design concepts. Figures 6.05 and 6.06 illustrate the votes for each particular design element based on a percent of the total green alley “pizza” sheets submitted at the events. “Low Energy Lights” received the most votes at both events, with 67% of green alley “pizzas” from La Colonia and 94% of green alley “pizzas” from South Winds including this “topping.” “Less Paving” was the second most selected “topping” at both events, and “Safe Crossings” was third. The two concept visions, Figures 6.07 and 6.08, each illustrate a combination of design elements from two typologies.



Figure 6.04 Green Alleys Community Workshops.

Top: Public question & answer after the presentation in La Colonia; Bottom: City Corps youth facilitated the workshops with City and plan consultant staff.



Figure 6.05 Outreach results for design elements in Commerce & Environment typologies.

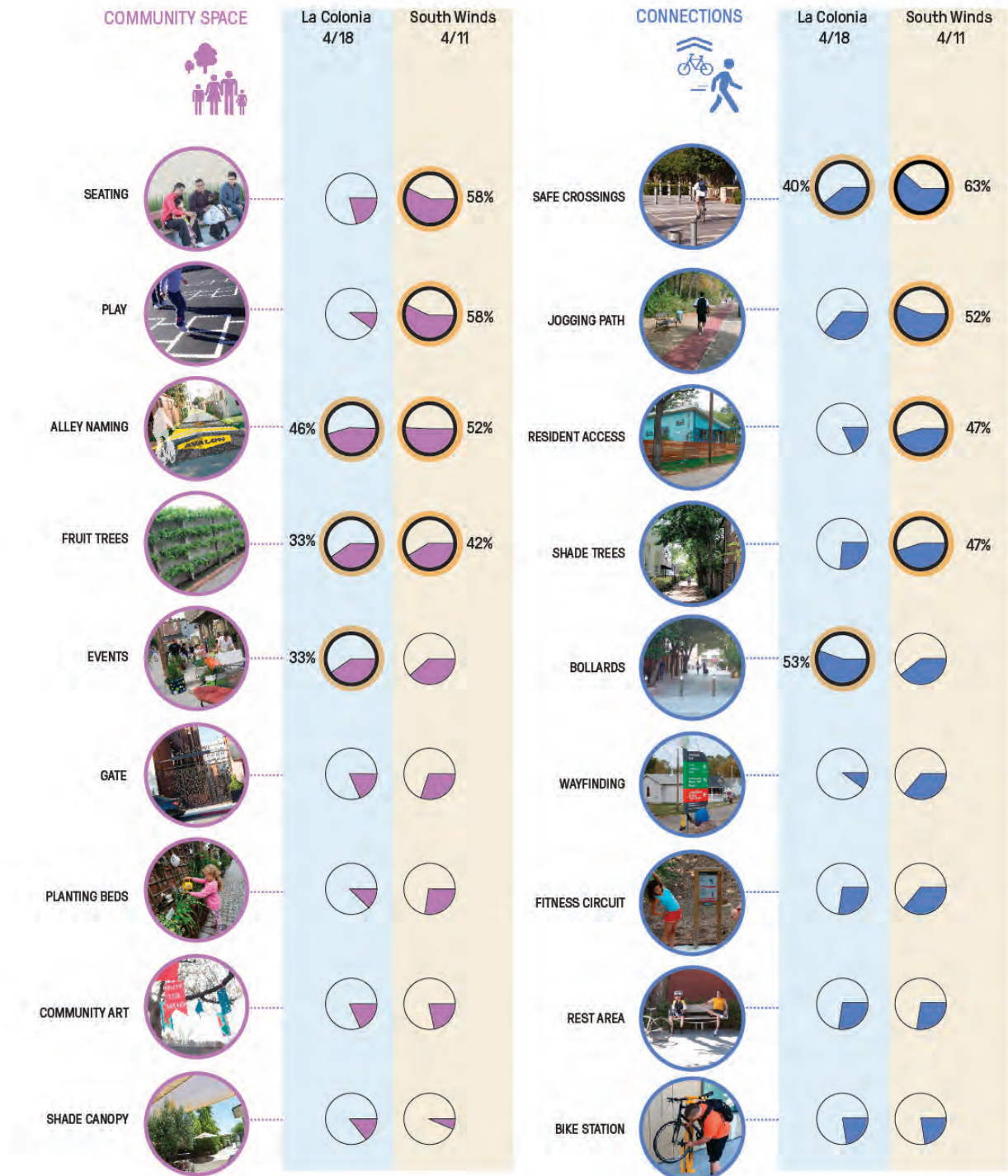


Figure 6.06 Outreach results for design elements in Community Space & Connections typologies



Figure 6.07 Design concept vision for a Commerce-Environment Green Alley





Figure 6.08 Design concept vision for a Community Space-Connections Green Alley



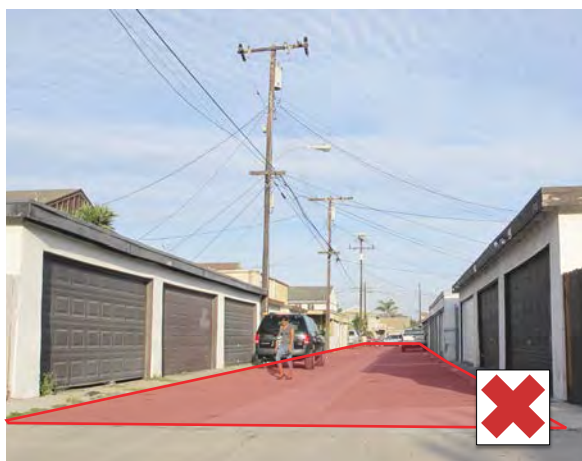


Figure 6.09 Paving & Traffic Patterns Site Criteria
Top: Poor paving in an Oxnard alley; Center: Poor traffic patterns for Green Alley design; Bottom: Favorable traffic patterns for Green Alley Design.

Green Alley Site Criteria

Identifying an alley with existing conditions that are suitable for green alley design improvements is an important step in Green Alley design. The following are primary criteria that should be met when selecting an alley to redevelop as a green alley:

1. Does it need to be repaved?

Alleys with poor paving conditions that need to be resurfaced (a score of 20 or lower on the Paving Condition Index) are a priority for green alley projects. Figure 3.31 in Chapter 3 shows alleys that need to be repaved, based on the 2006 Paving Condition Index (an update is currently under development and should be referenced when available).

2. Is the alley at least 20 feet wide?

In order to safely accommodate the green alley base improvements, an alley should be 20 feet wide or more. Narrower alleys may be suitable as green alleys, but they should be evaluated and designed on a case-by-case basis. Twenty feet is the standard width for the majority of alleys in Oxnard, and this width allows for designs that accommodate vehicular access in addition to non-vehicular improvements.

3. Do traffic patterns and parking access locations allow safe Green Alley Design?

The base green alley improvements require portions of the alley to be removed from vehicular use and dedicated to “people” use. Alleys with exceptionally high levels of traffic may not be suitable for encouraging bicycling, jogging, walking, play, or other non-traditional uses. Some alleys have garage or parking access located continuously down their length, which would not allow the conversion of portions of the alleys to non-vehicular use.

4. Are there clear views into and within the alley?

The success of a green alley project hinges on the level of activity and use within it. Actual and perceived safety is therefore critical to the green alley’s design. If existing, unchangeable conditions cause an alley to be (or seem) unsafe, it should not be selected as a green alley project site. People will feel most comfortable and secure when they have a clear view of where they are headed, and can see a way out of the alley in at least two directions. Alleys that have buildings with overlooking windows, or

backyards with some visibility into the alleys, are favorable; more “eyes on the alley” will make it a safer place. Site visits are essential to evaluating this criteria; walk through the alley and take note of how you feel, why, and if the conditions can be improved through green alley design or not.

5. Is there neighborhood support for a green alley?

As noted in the previous criteria, the success of a green alley project hinges on the level of activity and use within it, as well as the stewardship of the green alley by the surrounding neighbors. If the adjacent property owners do not have an interest in a green alley and are not willing to contribute to its implementation, maintenance, and use in some way, it is not a suitable location for a green alley project. Crime and undesirable activities are more likely to occur in places that are not “claimed” by the community or well maintained. Conversely, evidence that a place is looked after and used by neighbors will discourage illegal activity (Office of the Deputy Prime Minister 2004).

Green Alley Typology Prioritization

The analysis that was conducted at the City-wide scale, described in Chapter 5 Green Alleys Neighborhood Prioritization, can be adapted to the neighborhood scale in order to help select the most suitable alley segments as green alley projects. Figures 6.11, 6.12, 6.13, and 6.14 show alley segments scored using the GIS models focused on Connections, Community Space & Health, Environmental Impact, and Commerce. Figure 6.15 highlights each alley in the City according to its highest-scoring GIS model; Figures 6.16, 6.17, and 6.18 shows this information focused on each of the high priority neighborhoods. (See also Appendix E.)

This analysis can help identify the primary typology to focus on when selecting design guidelines and elements. It is important to note that these maps only illustrate the GIS analysis results, and should be used as a starting point for determining the best approach for a particular green alley project. As was done when prioritizing neighborhoods, alleys under consideration should be visited and evaluated based on human experience of the conditions, and stakeholders and community members should be consulted to evaluate the level of support for a green alley project in a particular location.

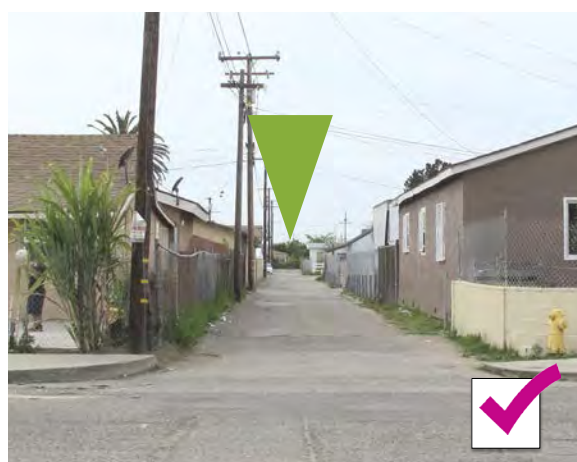


Figure 6.10 Views & Stewardship Site Criteria
 Top: Poor view in alley for Green Alley design; Center: Favorable view in alley for Green Alley design; Bottom: Alley clean-up by Oxnard City Corps helps build stewardship

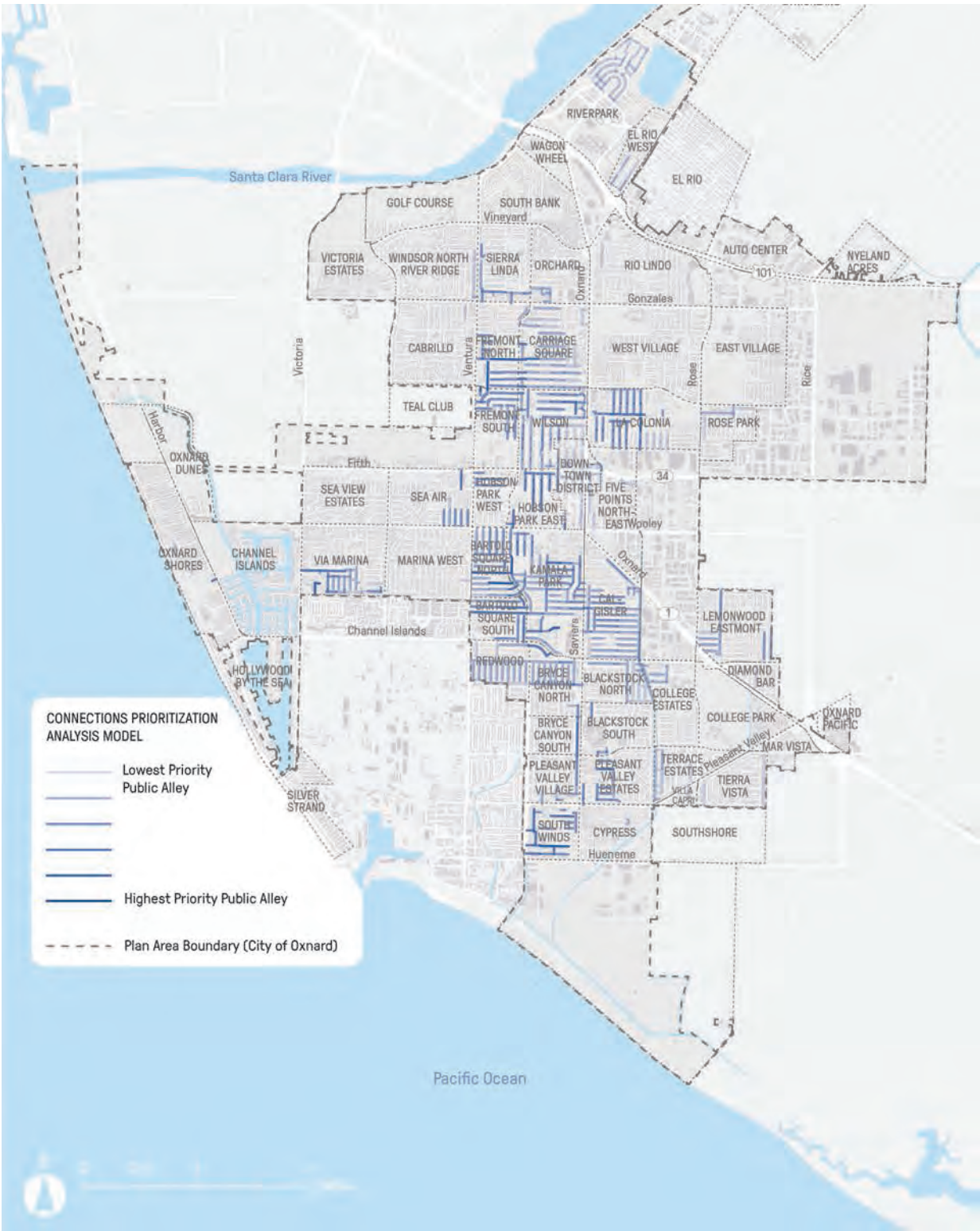


Figure 6.11 Connections GIS Analysis Results by Alley

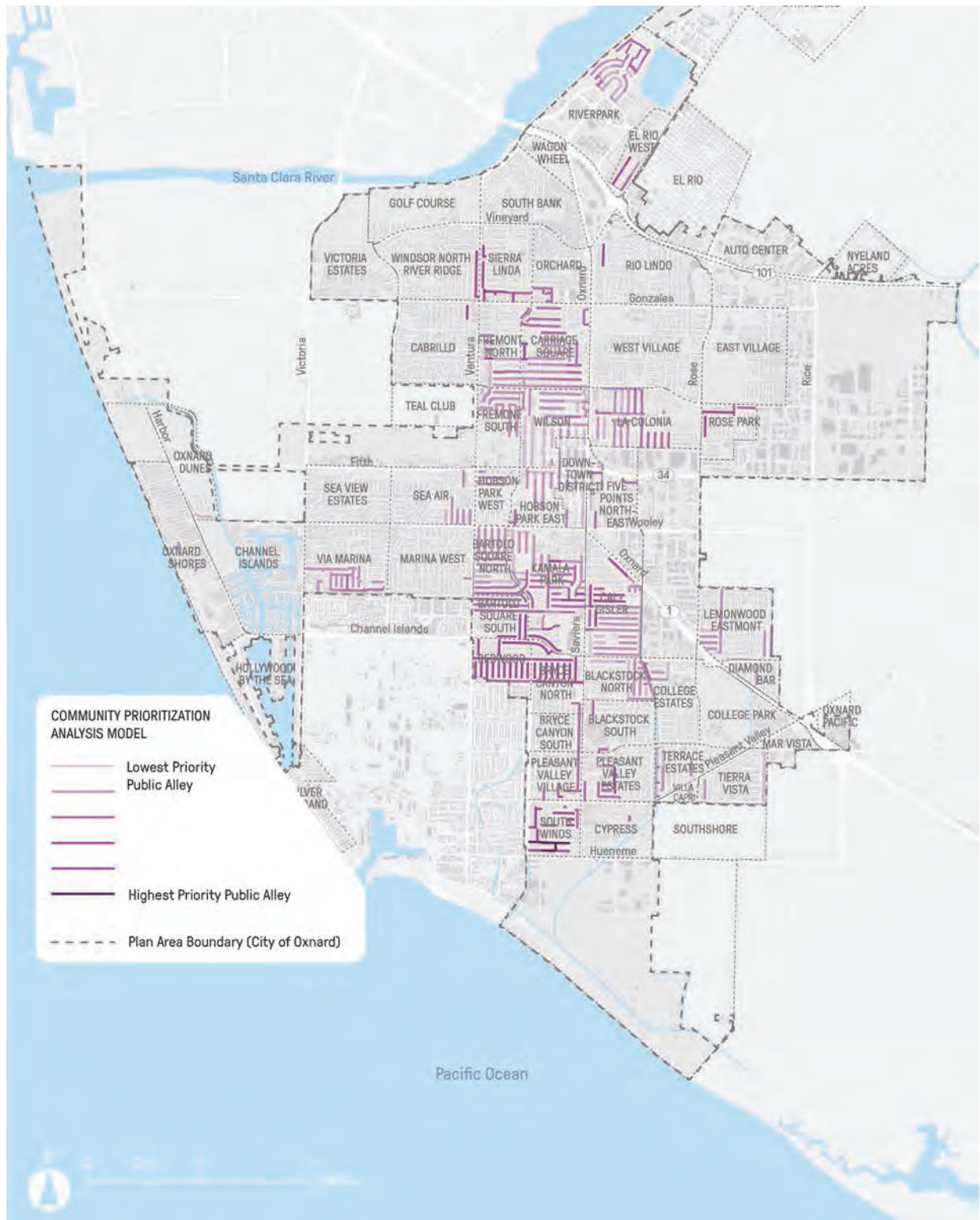


Figure 6.12 Community Space GIS Analysis Results by Alley

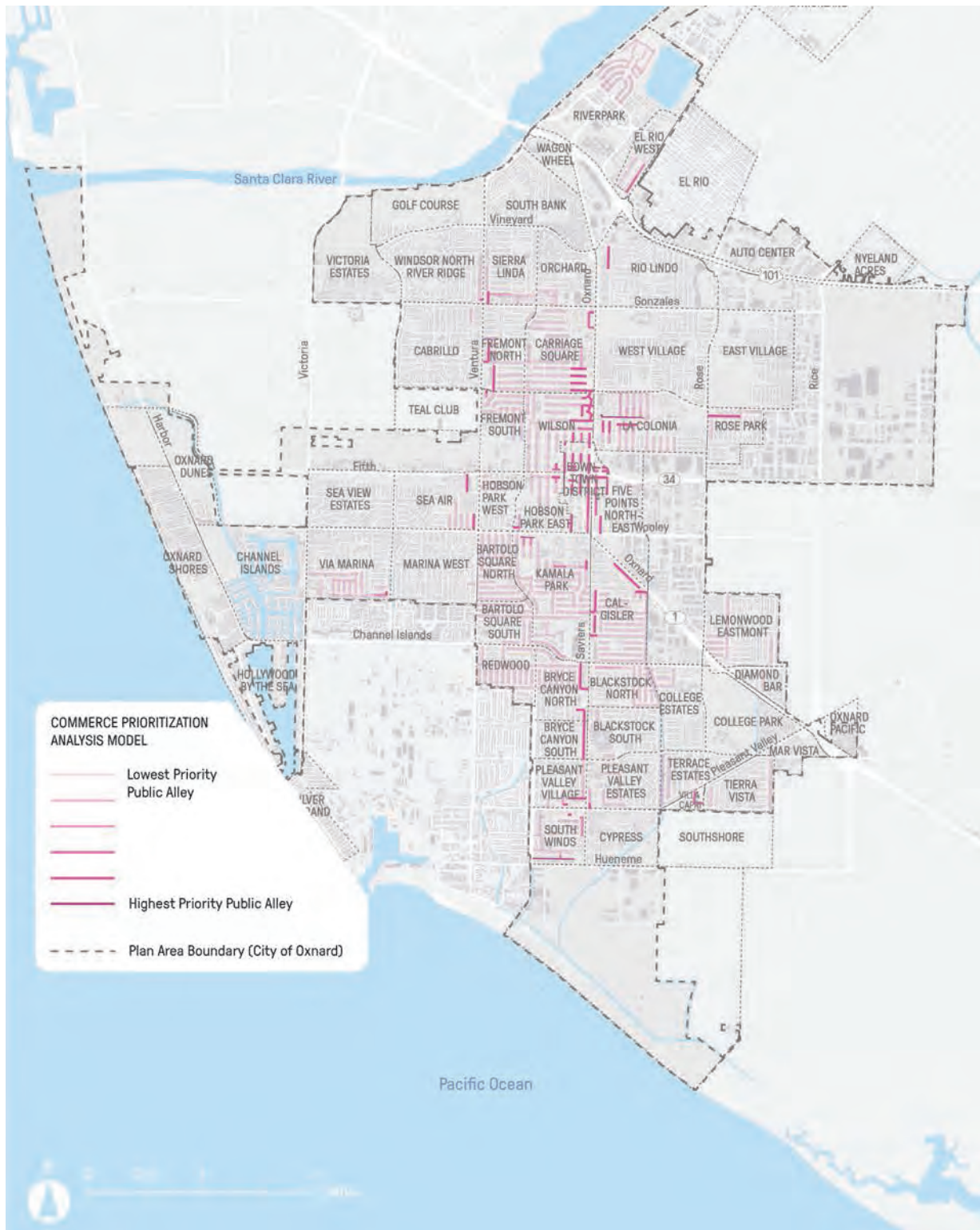


Figure 6.13 Commerce GIS Analysis Results by Alley



Figure 6.14 Environmental Impact GIS Analysis Results by Alley

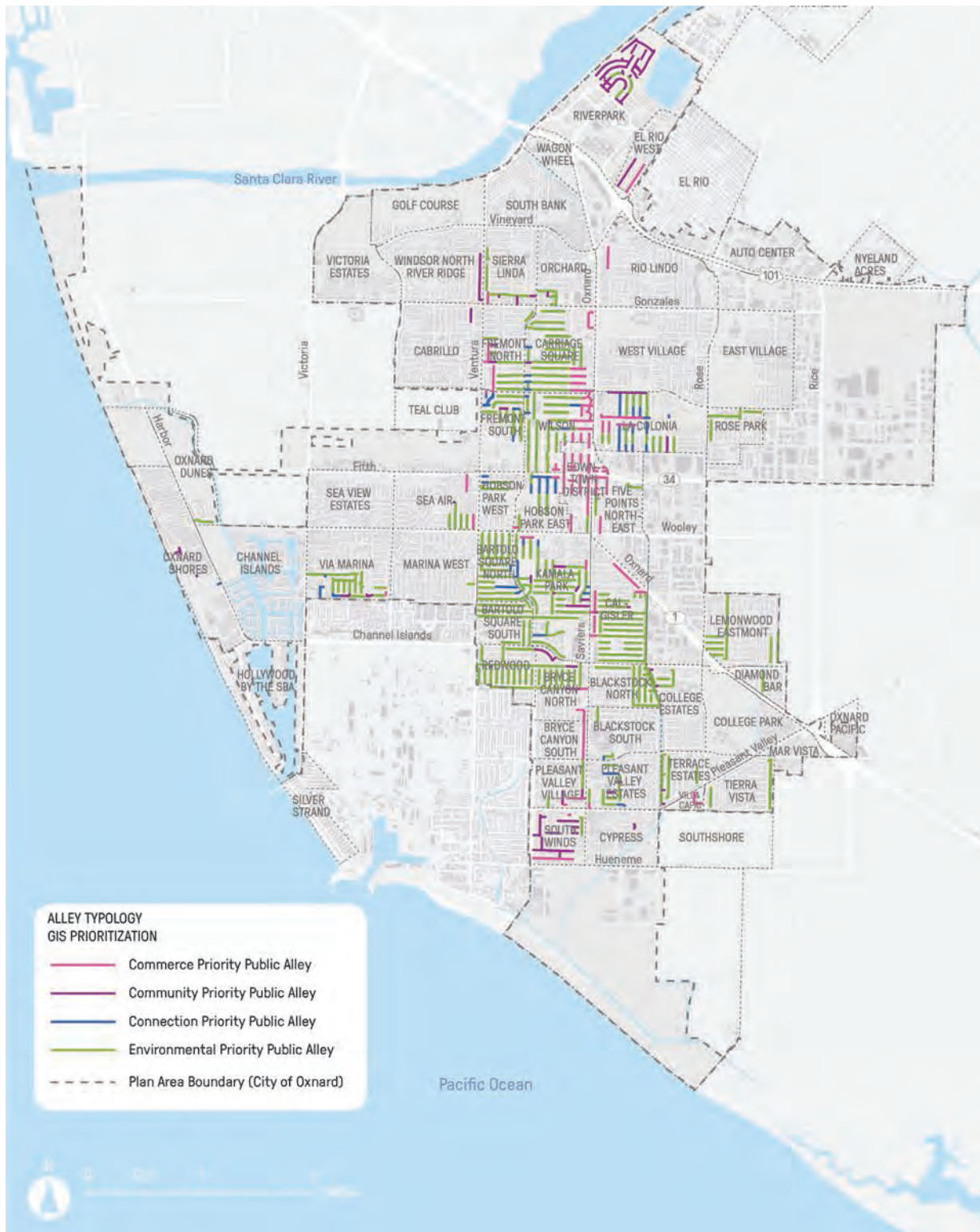


Figure 6.15 Alley Typology GIS Prioritization



Figure 6.16 Alley Typology GIS Prioritization - Downtown Management District

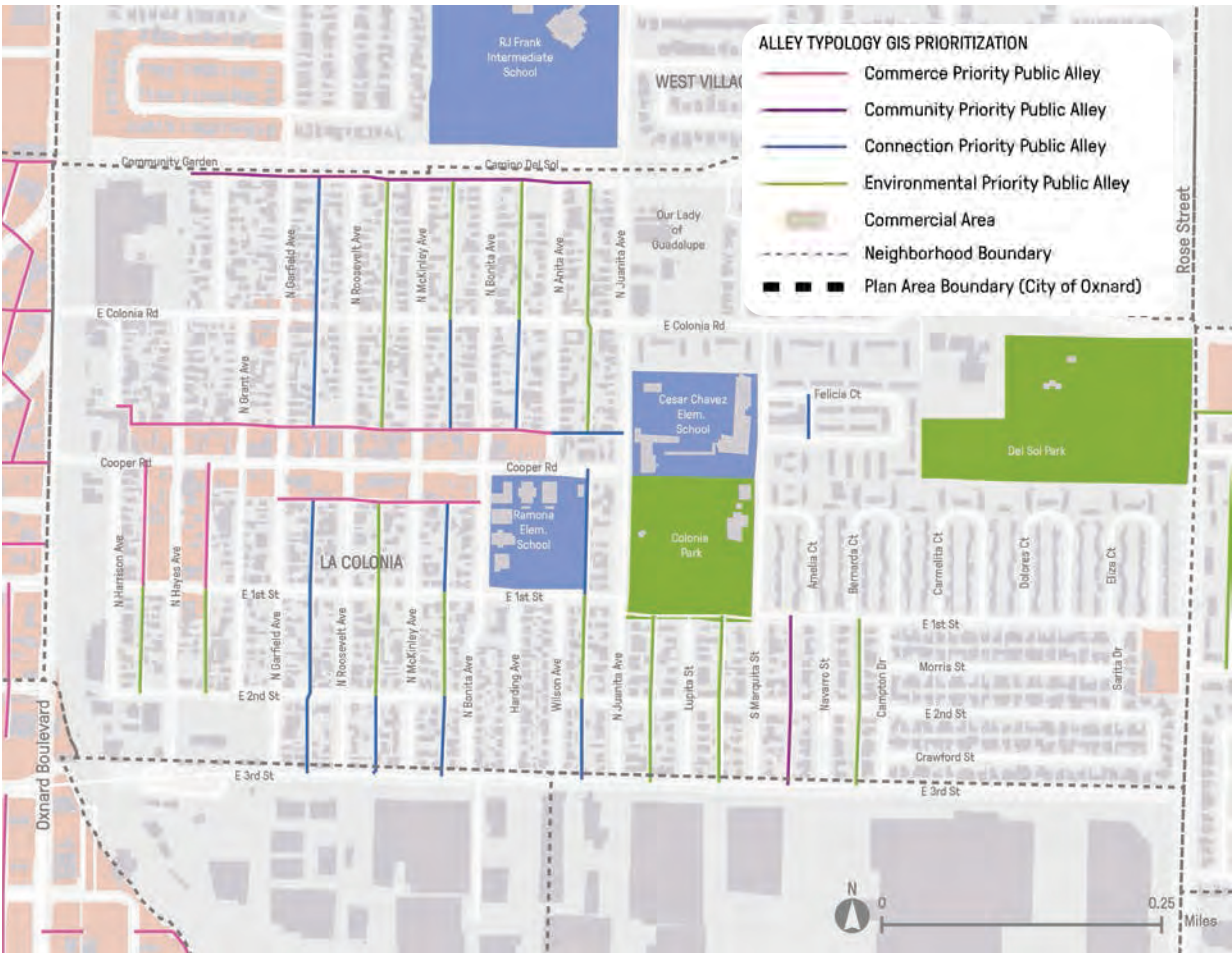


Figure 6.17 Alley Typology GIS Prioritization - La Colonia

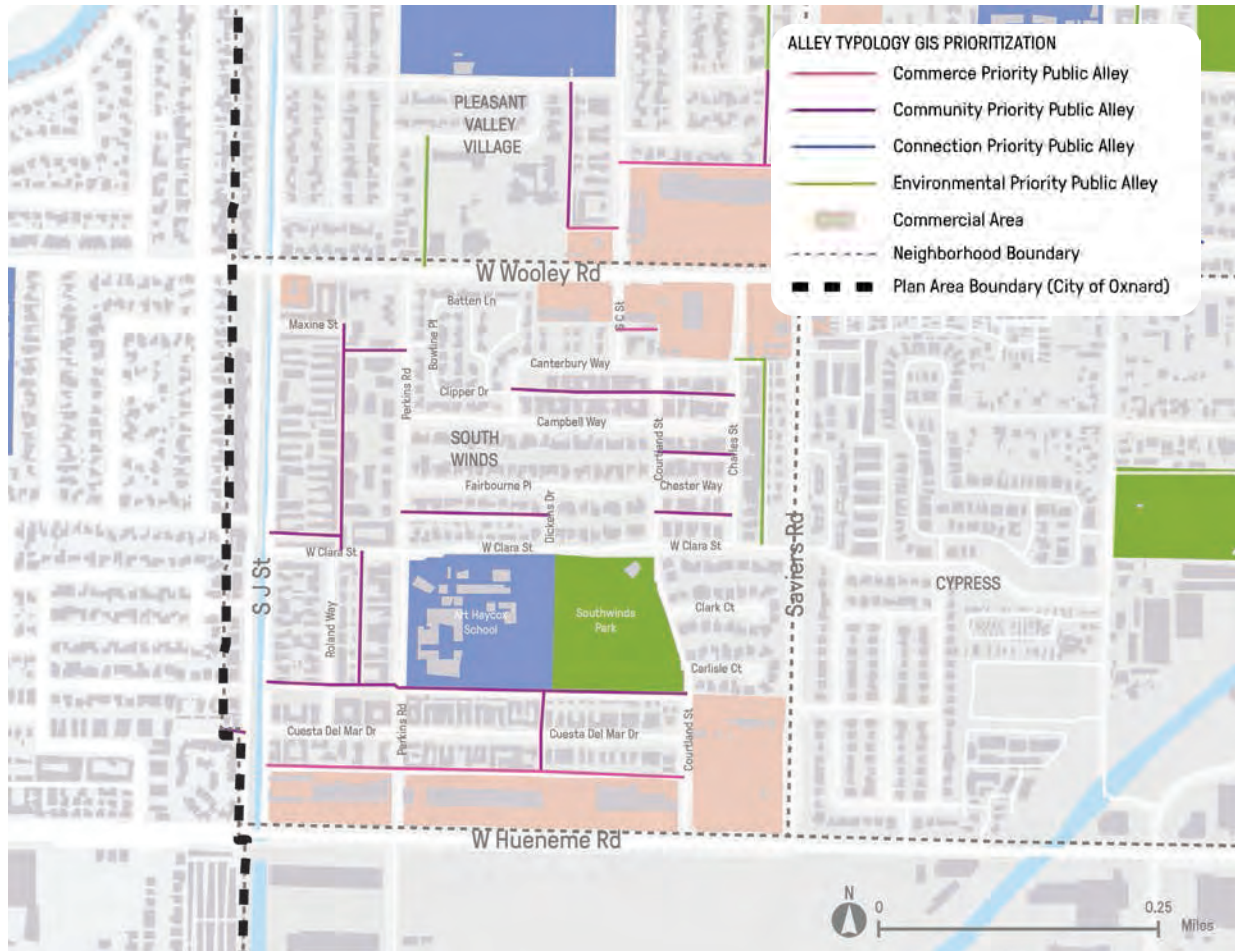


Figure 6.18 Alley Typology GIS Prioritization - South Winds

Green Alleys Design Guidelines & Elements

The *Oxnard Green Alleys Plan* provides green alley design guidelines and elements organized into categories: the Green Alley Base Improvements (for every green alley), and the four Green Alley Typologies – Environment, Connections, Community Space, and Commerce (for selection based on context). The remainder of this chapter is dedicated to describing the proposed design guidelines and elements and providing an alley-appropriate plant palette. Refer to *The Illustrated Handbook of Green Alleys Guidelines* to see how the guidelines and elements could be integrated into typical Oxnard alley conditions.



GREEN ALLEY BASE IMPROVEMENTS

Water-Efficient Irrigation

- Where irrigation is needed, install drip tubing or low-emitting bubblers, to reduce water loss through evaporation & overspray.
- Use soil moisture & weather sensors to maximize efficiency.
- Utilize municipal recycled water where feasible.
- Investigate opportunities for grey water systems on adjacent properties to irrigate plantings in alleys.

Sustainable Paving

- Concrete instead of asphalt lasts longer, and contributes less to the urban heat island.
- Integral color concrete adds to the aesthetic value of the alley. Select colors with high SRI values (above 29) to avoid negative urban heat impacts.
- Concrete with recycled content (fly ash, slag cement, etc.) decreases impacts from extracting and processing virgin materials.
- Use recycled concrete as aggregate instead of virgin aggregates.
- Protect-in-place the concrete ribbon swale where it is still in good condition. This will reduce wasted materials and save money!

Cost Estimate

- \$12 / sq ft for recycled content concrete
- \$16 / sq ft for recycled content concrete with integral color

Safety Signage

- Use signage to indicate the shared use of the alley by drivers, bicyclists, pedestrians, and children at play.
- Put one sign at each entrance of the alley.

Cost Estimate

- \$1,350 each, with foundation

These are improvements that should be incorporated in every green alley project. If these approaches cannot be implemented in a particular alley, it may not be a suitable site for a green alley project.

Curb Ramps & Striped Crossing

- ADA curb ramps to transition between the alley and adjacent sidewalks.
- Standard “zebra stripe” painted crosswalk across alley entrance to connect adjacent sidewalks.
- Install where elevated crosswalks are not feasible.

Cost Estimate

- \$3.85 / sq ft for striping
- \$65 / sq ft for curb ramps



Elevated Crosswalk - Speed Table

- Provides even walking surface when crossing alley entrance from sidewalk.
- Slows traffic entering the alley.
- Slope of ramp should not exceed 10%.
- Use only at the high end of the alley, to prevent obstruction of drainage.
- Refer to NACTO.org for additional design criteria.

Cost Estimate

- \$18 / sq ft



Alley Naming

- Naming the alley helps indicate that it is a place, rather than a neglected leftover space.
- Involve neighbors in selecting a name, to help build stewardship.
- Indicate the name on signage, or identity graphics or markers in the pavement.

Cost Estimate

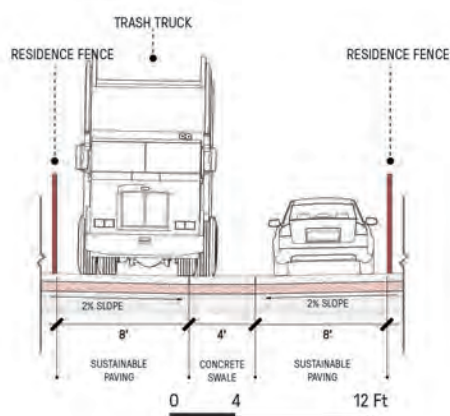
- Varies based on approach



GREEN ALLEY BASE IMPROVEMENTS



Credit: Philadelphia Water Dept, Creative Commons License



GREEN ALLEY BASE IMPROVEMENTS

Green Alley Program Bumpouts

- Reduces space dedicated to vehicular use; provides space for amenities.
- Calms traffic by narrowing travel lanes.
- Location of bumpouts should not impede vehicular access to adjacent properties.
- Typically 4' wide in a 20' wide alley. Adjust width accordingly for alleys of different widths.
- To maintain vehicular access, provide 12' wide minimum traffic lane between bumpouts.

Cost Estimate

- Varies based on design

Vehicle Passing Zones

- For alleys that need vehicular access maintained, ensure there are adequate areas for two approaching vehicles to pass.
- The number of passing zones needed will vary based on the alley length. At a minimum, provide one near each end of the alley.
- A minimum width of 20' is required for two vehicles to safely pass.

Cost Estimate

- Not applicable

Pedestrian Pole Lights

- Select fixtures that are pedestrian-scale (~12' high), low-maintenance, durable, and vandal resistant.
- Light spacing should meet City lighting standards.
- Improve sustainability by utilizing LED, solar-powered, and/or dark-sky compliant fixtures.
- Fixtures should direct light down into the alley, not onto adjacent properties.

Cost Estimate

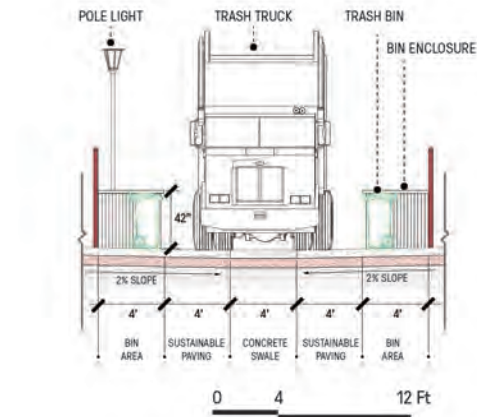
- \$8,500 each for LED, solar light with footing

Designated Refuse Bin Areas

- Designated space and a corral-type enclosure for refuse bins help keep the alley tidy.
- Provide for each property, and integrate with bumpouts.
- Corral/enclosure design should consider collection operations.
- Corral/enclosure should not obstruct traffic visibility.

Cost Estimate

- \$85-\$185 / linear foot, depending on design & materials

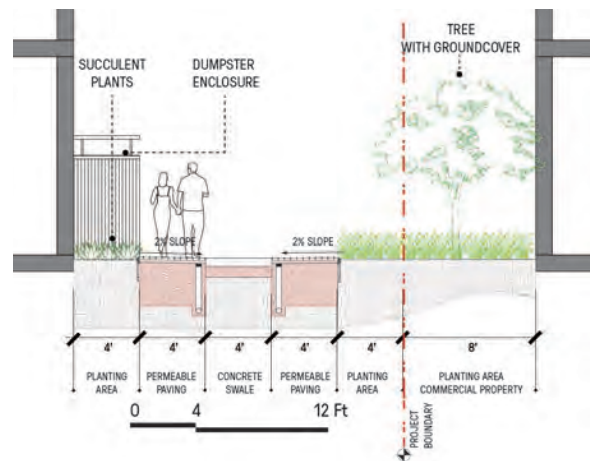


Dumpster Enclosures

- Designated location and enclosure for dumpsters helps keep the alley organized.
- Covered enclosures keep rainwater out of dumpsters, which helps prevent run-off pollution.
- Enclosure design should consider collection operations.
- Improve aesthetics and discourage graffiti by planting vines to grow on enclosure walls.

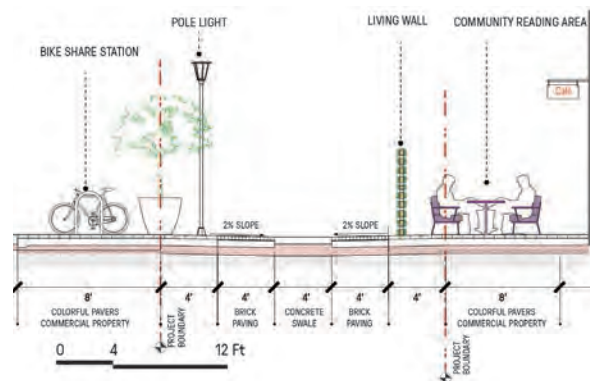
Cost Estimate

- \$8K-\$30K, depending on size & materials



Collaboration with Private Property Owners

- Owners of adjacent properties may be interested in expanding the benefits provided by green alley amenities onto their property.
- Examples are extended planting areas from the alley into adjacent parking lots, or planting trees on private property where they have adequate space to grow.
- The City and private property owners should look for opportunities to collaborate and share green alley opportunities & responsibilities.



GREEN ALLEY BASE IMPROVEMENTS



Permeable Paving

- Based on soil conditions, rainwater passes through paving and restores groundwater, or stormwater discharge is filtered and slowed; connection to stormdrain may be needed.
- Mitigates the urban heat island, especially when high SRI colors are used.
- Materials include: pavers, porous asphalt, & porous concrete.
- Ensure paving is traffic rated to support trash/ fire trucks where access is needed.

Cost Estimate: \$6.50-\$24 / sq ft



Drought-Tolerant Planting

- Plants help beautify spaces, clean the air, cool the environment, & support birds/insects.
- Select drought-tolerant, low maintenance species that will not obstruct traffic or views. Refer to the *Green Alleys Plant Palette*.
- Install drip irrigation and cover soil with decomposed granite (DG) or 2-3" of mulch to conserve water.

Cost Estimate

- \$15.50-\$18.50 / sq ft for plants, mulch or DG, & drip irrigation



Trees

- Trees provide numerous neighborhood benefits – environmental, social, & economic.
- Trees when full-grown should not impact utilities, building/wall foundations, or traffic.
- Site trees to provide afternoon shade – do not shade edible gardens.
- Small/narrow species are most suitable for green alleys. Larger species may be planted by private property owners on their property. Refer to the *Green Alleys Plant Palette*.
- Larger trees at planting will be sturdier, but require more water to establish.

Cost Estimate: \$620/\$750 each, for 24" box /36" box

ENVIRONMENT TYPOLOGY IMPROVEMENTS

An appropriate combination of Environment Typology design guidelines could be integrated into any green alley project, making this typology a good choice for combining with at least one other typology in order to achieve multiple benefits. In particular, alleys that are adjacent to large areas

Stormwater Filtration Planter or Proprietary Treatments

- Bioswales/filtration planters are planting areas designed to receive and filter stormwater run-off. See the *Green Alleys Plant Palette*.
- Proprietary treatments include cartridge media filters or Filterras. Require connection to a storm drain; need on-going maintenance; Filterra systems require irrigation.
- Locate filtration features where adjacent paved areas will drain into them.

Cost Estimate

- \$21 / sq ft for bioswale plants, gravel, irrigation



Living “Green” Walls / Vines

- Utilize vertical surfaces and narrow spaces to add vegetation to alleys.
- Vegetation on walls helps prevent graffiti.
- Multiple systems are available, from structural systems with soil medium, to trellis or wire systems to support vines; wall-mounted or free-standing. Irrigation is needed.

Cost Estimate

- \$8 / linear ft for wire cable system
- \$30 / sq ft for modular trellis system
- \$45 / sq ft for living wall with soil system



Rain Barrels

- Use to supplement irrigation for planting areas.
- Collect water from alley-adjacent roofs/ downspouts.
- 55 gallon drum is ~24” diameter

Cost Estimate

- \$300 each



of paving are ideal for a strong emphasis on Environment design elements. Green alleys in these settings provide an opportunity to mitigate the higher volumes of stormwater run-off and the increased effect on the urban heat island caused by large paved surfaces.

ENVIRONMENT TYPOLOGY IMPROVEMENTS



Mid-block Crossing

- Improve safety for pedestrians and bicyclists when crossing a street from one alley segment to another.
- Helps alley segments work together as a network, much like a trail system.
- Site-specific traffic conditions must be allowable. Refer to MUTCD and local codes.
- Include striping, signage, and blinking indicator lights (on signage & in pavement).

Cost Estimate

- \$40K / crossing



Bike Use Markings

- “Sharrow” markings indicate a shared lane environment for cars and bicyclists; use in alleys that require vehicular access.
- Use lane striping and colored pavement within the lane for alleys that do not require vehicular traffic, or that are wide enough for a bike lane in addition to the vehicle lane.
- Refer to the MUTCD for requirements and guidance.

Cost Estimate

- \$3-\$4.50 / linear ft



Wayfinding Signage

- Signs or markings that guide bicyclists or pedestrians along a preferred route.
- Can help increase the use of alleys as a route to community destinations, or as a fitness circuit.
- Can include distances and/or travel time to destinations.
- Follow MUTCD standards for design and placement.

Cost Estimate

- \$1,500-\$1,800 each

CONNECTIONS TYPOLOGY IMPROVEMENTS

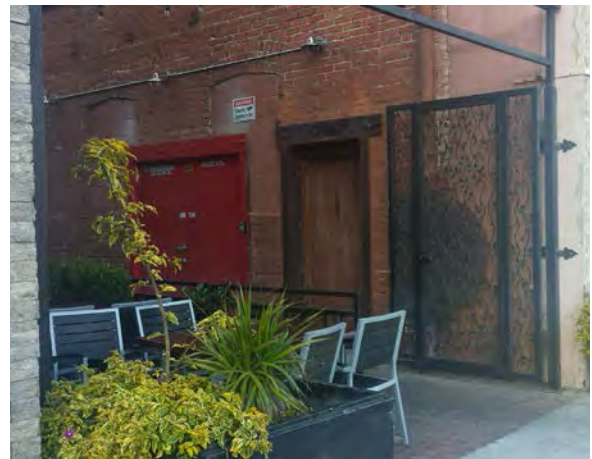
An alley should be considered for the Connections Typology if it provides the potential to improve traffic safety in the alley and if increased pedestrian and bicycle activity should be encouraged within it. “Connections” alleys ideally

Bollards / Gate

- Install bollards or a gate to create a pedestrian and bike-only environment in alleys that do not require vehicular access.
- If vehicular access is needed, consider bollards/gating at only one end of the alley, to prevent cut-through traffic and reduce illegal dumping. This could not be done in alleys that serve as trash collection routes.
- Alleys are public-rights-of way, so public access must be maintained. Removing public or vehicular access may require a change in use designation or decommissioning the alley.
- Space bollards no more than 5' apart.
- Provide keys to emergency responders.
- Flexible delineators can be used to separate "people" space from vehicular space.

Cost Estimate

- \$965 each for internal locking, removable steel bollards
- \$14K each for a decorative, 20' wide gate
- \$35 each for flexible delineators



Seating / Rest Area

- Encourage increased walking, jogging, and biking by providing places for people to rest.
- Select low-maintenance, durable fixtures.
- Furnishings can help develop an identity for the green alley and neighborhood.
- Design of seating should consider the priorities of the community. For example, individual seating blocks could be installed where there are concerns regarding overnight use of benches.

Cost Estimate: \$630-\$2,600 per metal bench



serve as natural routes or short-cuts to destinations in the community. If an alley is already heavily used by pedestrians and bicyclists, it is a good candidate for providing amenities to these users.

CONNECTIONS TYPOLOGY IMPROVEMENTS



Bike Fix Station

- Bike fix stations provide tools for the public to repair and maintain their bikes, should they encounter problems while they're out on a ride.
- Multiple vendors and models are available. Some include air pumps and stands for holding the bike during repair.

Cost Estimate

- \$695-\$2,350 each



Fitness Station

- Provide information and space for doing exercises and stretches.
- Install instructional signs and small supportive equipment (posts, benches) in green alley bumpouts. Place multiple stations through the alley's length, or create a neighborhood fitness circuit with stations located in multiple alleys.

Cost Estimate

- \$5,995 for a 10-station system from Fit-Trail (plus shipping; confirm with vendor)



Plants & Small Trees

- Plants & trees help beautify spaces, clean the air, cool the environment, & create a pleasant environment for walking/biking.
- Select drought-tolerant, low maintenance species that will not obstruct traffic or views. Refer to the *Green Alleys Plant Palette*.
- Install drip irrigation and cover soil with decomposed granite (DG) or 2-3" of mulch to conserve water.

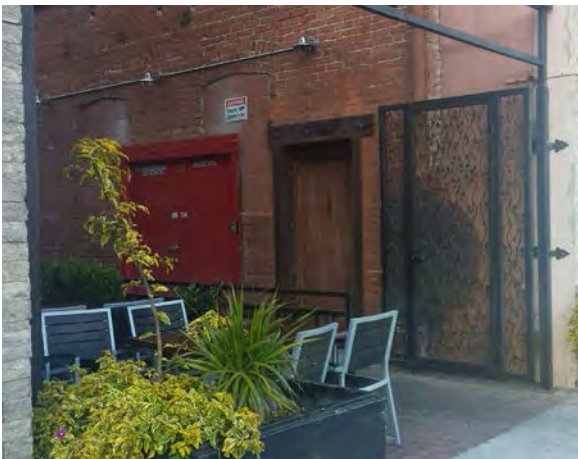
Cost Estimate

- \$15.50-\$18.50 / sq ft for plants, mulch or DG, & drip irrigation

CONNECTIONS TYPOLOGY IMPROVEMENTS



CONNECTIONS TYPOLOGY IMPROVEMENTS



Credit: LADOT / Jim Simmons

Bollards / Gate

- Install bollards or a gate to create a pedestrian and bike-only environment in alleys that do not require vehicular access.
- If vehicular access is needed, consider bollards/gating at only one end of the alley, to prevent cut-through traffic and reduce illegal dumping. This could not be done in alleys that serve as trash collection routes.
- Alleys are public-rights-of way, so public access must be maintained. Removing public or vehicular access may require a change in use designation or decommissioning the alley.
- Space bollards no more than 5' apart.
- Provide keys to emergency responders.
- Flexible delineators can be used to separate "people" space from vehicular space.

Cost Estimate

- \$965 each for internal locking, removable steel bollards
- \$14K each for a decorative, 20' wide gate
- \$35 each for flexible delineators

Decorative Paving

- Indicate the alley is a special community space by using decorative paving.
- Techniques could include special color, texture, or material; for all or just a portion of the alley.
- Lower cost materials, such as asphalt paint, may require repeated applications over time.

Cost Estimate

- \$1.75 / sq ft for asphalt paint
- \$4.35 / sq ft for multicolor epoxy DG
- \$6.50 / sq ft for mosaic tile

COMMUNITY SPACE TYPOLOGY IMPROVEMENTS

The Community Space Typology aims to increase the amount of shared space in the neighborhood that can be used for social or recreational activities. Alleys in neighborhoods with multi-family housing and inadequate park and/or

Decomposed Granite Paving

- Decomposed granite (DG) is a low-cost alternative to hardscape paving.
- Use it in the green alley bumpouts or portions of the alley where vehicles will not be driving.

Cost Estimate

- \$3.85 / sq ft



Seating / Picnic Table

- Provide furnishings for neighbors to sit and gather.
- Install benches or individual seats in bumpouts. Larger furnishings, such as picnic tables, could be provided in portions of alleys that are closed to vehicular traffic.
- Select low-maintenance, durable fixtures.

Cost Estimate

- \$630-\$2,600 per metal bench
- \$2,800 per picnic table



Shade Canopy

- Provide a mix of sunny and shady conditions in alleys to increase comfort.
- Install awnings, "sail" canopies, or shade structures over green alley bumpouts.
- Shade canopies could be mounted on posts, or attached to alley-adjacent buildings with property owner permission.
- Shade canopies/structures should not impede the vehicular traffic/emergency access lane.
- Ensure vertical clearance is provided for trash and fire trucks.

Cost Estimate: \$150 / sq ft



private outdoor space (yards) are good candidates for the Community Space Typology. Alleys that can have vehicular traffic eliminated or reduced (even for just a portion of the alley) are ideal.

COMMUNITY SPACE TYPOLOGY IMPROVEMENTS



Community Art

- Coordinate with the community to install artwork in the alley. Form a neighborhood art committee; engage schools, senior centers, or other organizations.
- Paint murals on walls or paving; install sculptures in bumpout areas; work together on tile mosaics for pavement or furnishings; hang banners, etc. Make sure artwork will not obstruct traffic (maintain vertical clearance for trash/fire trucks.)
- Be creative! Brainstorm unique ways to beautify the alley.



Plants & Small Trees

- Plants & trees help beautify spaces, clean the air, cool the environment, & create a pleasant environment for recreation.
- Select drought-tolerant, low maintenance species that will not obstruct traffic or views. Refer to the *Green Alleys Plant Palette*.
- Install drip irrigation and cover soil with decomposed granite (DG) or 2-3" of mulch to conserve water.

Cost Estimate

- \$15.50-\$18.50 / sq ft for plants, mulch or DG, & drip irrigation



Rain Barrels

- Use to supplement irrigation for planting areas, especially for edible gardens.
- Collect water from alley-adjacent roofs/downspouts.
- 55 gallon drum is ~24" diameter.

Cost Estimate

- \$300 each

COMMUNITY SPACE TYPOLOGY IMPROVEMENTS

Raised Veggie Beds

- Build raised beds in green alley bumpouts. 3-4' is a good width for veggie beds, and they can be as long as space allows. Use rot-resistant cedar lumber to build the sides.
- Raised beds filled with planting soil & compost offer clean soil, good drainage, and protection from pests.
- Choose a location that receives at least 6 hours of sunlight per day.
- Install drip irrigation, grey water system or water by hand.

Cost Estimate: \$38-\$69 / sq ft



Espaliered Fruit Trees

- Trees are pruned and trained to grow flat against a wall or trellis. This allows them to be grown in narrow spaces, like alleys.
- It takes 1-2 years of regular care to establish the desired growth form; thereafter light pruning only is required to maintain the shape.
- Start espaliers with bareroot trees. See the *Green Alleys Plant Palette*.
- Plant trees 12" from the base of the wall (at a min. 6"). Choose a sunny location.

Cost Estimate: \$500-\$985 each for 1-year-old whip fruit tree, trellis materials additional



Tool Shed

- Use green alley bumpout space for a community tool shed, to keep alley maintenance and gardening tools.
- Keep the shed locked, but give keys or lock combination to community members who are committed to helping maintain the alley.

Cost Estimate

- \$3,500 each



Credit: Arrow, Viking Series

COMMUNITY SPACE TYPOLOGY IMPROVEMENTS



Credit: Playground Shade and Surfacing

Play & Learn Panel

- Interactive panel that encourages kids to learn while they play.
- Install in green alley bumpout space, or portions of the alley that can be closed to vehicular traffic.
- Install seating nearby, so parents/guardians can sit and watch young children.

Cost Estimate

- \$2,140 per panel



Credit: Playground Shade and Surfacing

Toddler Pull-Up Bar

- Low bars that allow toddlers to pull themselves up and stand.
- Install in green alley bumpout space, or portions of the alley that can be closed to vehicular traffic.
- Install seating nearby, so parents/guardians can sit and watch young children.

Cost Estimate

- \$1,250 each



Credit: Badger Basket Toys

Sandbox with Cover

- Tactile play for kids of all ages. Keep the sandbox covered when not in use, to reduce maintenance & cleaning.
- Install in green alley bumpout space, or portions of the alley that can be closed to vehicular traffic.
- Install seating nearby, so parents/guardians can sit and watch young children.

Cost Estimate

- \$2,850 each

COMMUNITY SPACE TYPOLOGY IMPROVEMENTS

Play & Sit Features

- Install whimsical or natural features that encourage climbing or sitting, for example “mushroom” stools, seating-height ramps, or small boulders.
- Install in green alley bumpout space, or portions of the alley that can be closed to vehicular traffic.

Cost Estimate

- Boulder: \$1,200 each
- Powdercoated Steel Stool: \$450 each
- Precast Concrete Stool: \$850 each



Pavement Games

- Paint game “boards” on the alley pavement. Examples include hopscotch, four square, or shuffle board.
- Use epoxy-modified traffic coating for increased durability.

Cost Estimate

- \$385 for hopscotch or four square outlines with epoxy-modified traffic coating



Sports Zone

- Designate an area of the alley for sports. Paint appropriate markings on the paving.
- Install equipment such as a basketball goal, or soccer/street hockey goals, or provide the space for residents to provide their own equipment.
- Ideally, utilize a portion of the alley that can be closed to vehicular traffic.
- Do not obstruct emergency responder access.

Cost Estimate

- Basketball goal w/pole & footing: \$3,000 each
- Street hockey goals: \$500 / pair



Credit: LADOT / Jim Simmons

COMMUNITY SPACE TYPOLOGY IMPROVEMENTS



Business Signs & Entrances

- Identify businesses on the alley with signage, and provide public entrances.
- Encourages pedestrian/bicyclist use of the alley.
- Increases public access to properties/buildings that don't have street frontage.

Cost Estimate

- Building-mounted wood sign: \$450 each

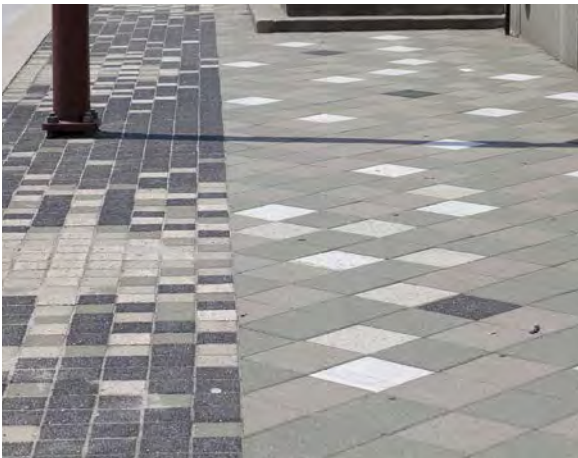


Consolidate Back-of-house Uses

- Make the alley a more pleasant environment by consolidating utilitarian functions, such as loading, wash-down areas & dumpsters.
- Consider the potential for multiple businesses to combine and share these use areas.
- Where possible, locate them in recessed areas, away from pedestrian areas.

Cost Estimate

- Not available



Decorative Paving

- Indicate the alley is a special community space by using decorative paving.
- Techniques could include special color, texture, or material; for all or just a portion of the alley.
- Lower cost materials, such as asphalt paint, may require repeated applications over time.

Cost Estimate

- \$1.75 / sq ft for asphalt paint
- \$4.35 / sq ft for multicolor epoxy DG
- \$6.50 / sq ft for mosaic tile
- \$20-\$35 / sq ft for brick or concrete pavers

COMMERCE TYPOLOGY IMPROVEMENTS

The Commerce Typology is developed for alleys that are adjacent to commercial land uses. These improvements are intended to make alleys more comfortable for walking or bicycling to adjacent businesses, and to support

Planters

- Provide as an alternative to in-ground planting.
- Place planters in green alley bumpouts, or use traffic-rated planters in lieu of bollards.
- A variety of materials, colors, sizes, and shapes are available. Select planters to help establish an identity for the green alley or neighborhood.
- Minimum recommended size is 24"x24".
- Install irrigation or provide regular hand-watering.

Cost Estimate

- \$690-\$3,515 each, depending on size/material



Bollards / Gate

- Install bollards or a gate to create a pedestrian and bike-only environment in alleys that do not require vehicular access.
- If vehicular access is needed, consider bollards/gating at only one end of the alley, to prevent cut-through traffic and reduce illegal dumping. This could not be done in alleys that serve as trash collection routes.
- Consider an early morning time window to allow commercial loading access, with vehicular access prevented after that time.
- Alleys are public-rights-of way, so public access must be maintained. Removing public or vehicular access may require a change in use designation or decommissioning the alley.
- Space bollards no more than 5' apart.
- Provide keys to emergency responders.
- Flexible delineators can be used to separate "people" space from vehicular space.



Cost Estimate

- \$965 each for internal locking, removable steel bollards
- \$14K each for a decorative, 20' wide gate
- \$35 each for flexible delineators



functions that otherwise enhance a commercial zone. Improved walking and bicycling environments increase these slower modes of travel, and consequently increase business.

COMMERCE TYPOLOGY IMPROVEMENTS



Café / Bistro Seating

- Provide furnishings for visitors to enjoy a meal or beverage, or simply to relax & socialize.
- Provide in green alley bumpouts, or portions of alley that can be closed to vehicular traffic.
- Movable tables and chairs are preferable, but must be secured overnight.
- Typical table is 32" diameter, typical chair is 17" wide and deep. Space available may only allow 2 chairs per table.
- Consider providing shade umbrellas & stands.

Cost Estimate: \$2,496 per table & 4 chairs

- \$3,000 per umbrella & stand



Outdoor Lounge Area

- Green alley bumpouts, or portions of alleys without vehicular traffic, can be used as outdoor lounge areas for relaxing, socializing, or reading.
- Business owners can consider this approach for green alley-adjacent outdoor space on their property.
- Include comfortable seating, planting, and shade canopies/umbrellas.

Cost Estimate

- \$350-\$680 per lounge chair



Pop-up Vending

- Green alley bumpouts, or portions of alleys without vehicular traffic, can be used for temporary or semi-permanent vending.
- Business owners can consider this approach for green alley-adjacent outdoor space on their property.
- Consider food trucks, fruit or juice stands, espresso stands, etc.

Cost Estimate

- Not applicable (to be covered by vendor)

COMMERCE TYPOLOGY IMPROVEMENTS

Art

- Art activates spaces and attracts attention; use art to draw people to the alley.
- Consider sculptures, murals, and overhead installations.
- Provide permanent or rotating installations.
- Art installations should not obstruct vehicular or emergency-responder access.

Cost Estimate

- Varies



Bike Parking & Bike Share

- Bike-friendly environments can increase spending at local businesses.
- Provide bike racks for patrons to safely park & lock their bike when visiting nearby shops.
- Bike Share is a system of providing bikes for the public to rent on a short-term basis. There are various systems/programs available.
- Green alley bumpouts may not be large enough for most bike racks. Provide them in portions of the alley without vehicular traffic, or adjacent property owners may provide space for them.

Cost Estimate: \$3,200 per bike rack



Market & Cultural Events

- Host special events in green alleys to attract more visitors.
- Increases foot traffic in commercial areas.
- Temporarily close the green alley to vehicular traffic to fully utilize the space for events.
- Events could include special sales or markets (book fair, flea market, farmer's market, etc.), special interest shows (cars, antiques, etc.), or cultural events (concerts, open air movie showing, special cause fundraisers, street theater performance, etc.)

Cost Estimate: Varies



COMMERCE TYPOLOGY IMPROVEMENTS

Green Alleys Plant Palette

The plants recommended for Green Alleys in Oxnard are, in most cases, low-water, low-maintenance plants that are adapted to the local environment (Zone 24). Most do best with reduced summer moisture. They will need irrigation until established, but for many, irrigation can be significantly reduced after establishment. Their mature size allows them to be grown in the typical green alley 4' bumpout without the need for extensive pruning; their size & form is intended to maintain clear visibility, without creating unsafe hiding spaces or obstructing traffic.

Basic information is provided here for sun, water, and maintenance needs. Additional references may be needed for more detailed information.

Symbol Key



Requires
Full Sun



Medium-High
Water Needs



Tolerates
Light Shade



Low-Medium
Water Needs



California
Native



Very Low-Low
Water Needs



Artemisia californica

California Sagebrush

H: 3'

W: 3'-4'



- Little to no maintenance required
- Extremely drought tolerant
- Should be pruned back every few years to avoid "half-dead" look



Berberis repens

Creeping Barberry

H: 12"-18"

W: 18"-24"



- Slow to establish
- Rarely needs pruning
- High drought tolerance

SHRUBS

Use for in-ground planting areas or planters.

Cistus species

Rockrose

H: 2'-3'

W: 2'-3'



- Drought and disease resistant
- Minimal pruning needs
- Tip pinching promotes bushiness
- Multiple species and varieties are available; pay attention to mature size when selecting.



Epilobium canum

California Fuchsia

H: 18"

W: 3'-4'



- Promote bushiness by cutting to the ground in winter
- Some watering in summer, but responds to dry periods in-between



Eriogonum fasciculatum

California Buckwheat

H: 3'-4'

W: 3'-4'



- Becomes woody and bare at the base with age
- Very drought tolerant
- Can water once per month to improve appearance



SHRUBS

Use for in-ground planting areas or planters.



Lavandula stoechas 'Otto Quast'

Spanish Lavender

H: 2'-3'

W: 3'-4'



- Low water needs
- Deadhead flowers to promote growth
- Some pruning of excessive growth



Mimulus aurantiacus

Bush Monkeyflower

H: 2'-3'

W: 3'



- Low maintenance
- Low water needs
- Prune mid to late spring



Rosmarinus officinalis

Rosemary

H: 4'-6'

W: 18"-24"



- Deadhead after flowers complete bloom cycle
- Cut stems individually rather than shearing to preserve form
- A larger shrub, plant it only where it will not obstruct visibility

SHRUBS

Use for in-ground planting areas or planters.

Salvia clevelandii 'Winifred Gilman'

Cleveland Sage

H: 3'-5'

W: 3'-5'



- Low maintenance
- Low water needs
- Prune in late winter or spring following bloom time
- A larger shrub, plant it only where it will not obstruct visibility



Salvia greggii 'Furman's Red'

Autumn's Sage

H: 2'-3'

W: 15"-18"



- Low maintenance
- Drought tolerant
- Brittle branches



Trichostema lanatum

Woolly Blue Curls

H: 3'-4'

W: 3'-4'



- Drought tolerant
- Requires full sun
- Do not overwater



SHRUBS

Use for in-ground planting areas or planters.



Achillea millefolium, *Achillea* 'Island Pink'

Yarrow, Island Pink Yarrow

H: 18"-24"

W: 15"-18"



- Low water needs
- Good low-maintenance, low-water substitute for turf grass



Arctostaphylos edmundsii 'Bert Johnson'

Bronze Mat Manzanita

H: 1'-3'

W: 4'-6'



- Very low maintenance
- Prune only to remove dead branches



Ceanothus 'Centennial'

Centennial Ceanothus

H: 8"-12"

W: 4'-5'



- Low maintenance
- Some supplemental watering required

GROUNDCOVERS

Use in front of shrubs, beneath trees, or in small planting areas.

Eriogonum fasciculatum 'Theodore Payne'

Theodore Payne Buckwheat

H: 12"

W: 3'



- Highly drought tolerant
- After establishment, rarely requires irrigation



Eriogonum fasciculatum 'Warriner Lytle'

Warriner Lytle Buckwheat

H: 12"-24"

W: 5'



- Highly drought tolerant
- After establishment, rarely requires irrigation



Festuca californica

California Fescue

H: 12"-18"

W: 12"-18"



- Drought tolerant
- Some irrigation and light shade for best results



GROUNDCOVERS

Use in front of shrubs, beneath trees, or in small planting areas.



Iva hayesiana

San Diego Marsh Elder

H: 2'-3'

W: spreading



- Survives drought through dormancy
- Will shed leaves in low-water situations



Nassella pulchra

Purple Needle Grass

H: 18"-24"

W: 18"-24"



- Drought tolerant grass
- Will go dormant prior to rainy season



Salvia 'Bee's Bliss'

Bee's Bliss Sage

H: 12"-24"

W: 6'



- Very drought tolerant
- Minimal pruning required
- Purple blooms

GROUNDCOVERS

Use in front of shrubs, beneath trees, or in small planting areas.

Salvia spathacea

Hummingbird Sage

H: 12"

W: 3'-4'



- Very drought tolerant
- Minimal pruning required



Stachys byzantina

Lamb's Ear

H: 12"

W: 4'-5' spreading



- Low maintenance
- Somewhat drought tolerant
- Will crowd out less robust plants



Teucrium x lucidrys 'Prostratum'

Wall Germander

H: 6"-12"

W: 6"-9"



- Low maintenance
- Prune to within 2" of the soil in spring



GROUNDCOVERS

Use in front of shrubs, beneath trees, or in small planting areas.



Aeonium arboreum var. *atropurpureum*

Aeonium

H: 4'-6'

W: 18"-24"



- Water only to establish
- No pruning required
- A larger succulent, plant it only where it will not obstruct visibility



Agave attenuata

Foxtail Agave

H: 4'-6'

W: 3'-4'



- Very easy to establish and maintain
- Low water needs
- A larger succulent, plant it only where it will not obstruct visibility



Agave parryi var. *truncata*

Artichoke Agave

H: 2'-3'

W: 3'-4'



- Very low maintenance
- Full sun only
- Drought tolerant

SUCCULENTS

Use for in-ground planting areas or planters.

Dudleya pulverulenta

Chalk Dudleya

H: 12"

W: 12"-18"



- Will shrivel but recover from zero summer water



Sedum rubrotinctum

Pork and Beans

H: 6"-12"

W: 9"-12"



- Soft, will not take foot traffic
- Low maintenance



Senecio serpens

Blue Chalk Sticks

H: 12"-18"

W: 18"-24"



- Ideal for blue-gray groundcover
- Low maintenance



SUCCULENTS

Use for in-ground planting areas or planters.



Acacia farnesiana

Sweet Acacia

H: 12'-15'

W: 15'-20'



- Branches have long thorns
- Prune for a more controlled form



Arbutus unedo

Strawberry Tree

H: 15'-25'

W: 15'-25'



- Works very well in raised beds
- Fruit is edible but tasteless



Cercis occidentalis

Western Redbud

H: 15'-20'

W: 15'-20'



- Low water needs once established
- Can be trained to be a canopy tree

TREES

Plant small trees in the ground where they will not impact utilities or obstruct views.

Cercocarpus betuloides
Western Mountain Mahogany

H: 10'-15'

W: 10'-15'



- Extremely tough
- Very low water needs



Cupressus sempervirens
Italian Cypress

H: 40'+

W: 4'-6'



- Drought tolerant
- If shearing excess branches, do not cut into the tree's cone of greenery



Geijera parviflora
Australian Willow

H: 20'-30'

W: 12'-15'



- Prune only if particular form is desired
- Pest free
- Grows rapidly



TREES

Plant small trees in the ground where they will not impact utilities or obstruct views.



Carex pansa

California Meadow Sedge

H: 6"-12"

W: 6"-12"



- Will spread by rhizomes
- Can withstand extended periods without water, but will go dormant



Festuca rubra

Creeping Red Fescue

H: 18"-24"

W: 18"-24"



- Can tolerate short periods of drought
- "Meadow" look if left unmowed
- A higher water needs plant, use it only where non-potable water is available for irrigation



Helictotrichon sempervirens

Blue Oat Grass

H: 12"-18"

W: 12"-15"



- Requires full sun
- Remove withered leaves by pulling

BIOSWALE

These are plants that help take pollutants out of stormwater. Plant them in filtration planters. Some species may need supplemental irrigation in the dry season.

*Iva hayesiana***San Diego Marsh Elder**

H: 2'-3'

W: spreading



- Survives drought through dormancy
- Will shed leaves in low-water situations

*Juncus patens***California Grey Rush**

H: 2'

W: spreading



- Will require supplemental irrigation if lushness is desired
- A higher water needs plant, use it only where non-potable water is available for irrigation

*Leymus condensatus***Giant Wild Rye**

H: 4'-6'

W: 3'-4'



- Slow spreading, needs containment

**BIOSWALE**

These are plants that help take pollutants out of stormwater.
Plant them in filtration planters. Some species may need supplemental irrigation in the dry season.



Mimulus guttatus
Golden Monkeyflower

H: 2'

W: spreading



- Tolerates flooding
- A higher water needs plant, use it only where non-potable water is available for irrigation



Muhlenbergia rigens
Deer Grass

H: 18"-36"

W: 24"-36"



- Will remain evergreen throughout the summer even in the absence of watering



Oenothera elata ssp. Hookeri
Hooker's Evening Primrose

H: 1'-4'

W: 1'-2'



- Grow in tough places
- Adds early summer color to bioswale grasses

BIOSWALE

These are plants that help take pollutants out of stormwater. Plant them in filtration planters. Some species may need supplemental irrigation in the dry season.

*Acca sellowiana***Pineapple Guava**

H: 10'-15'

W: 8'-10'



- Tolerates periods of drought once established
- Full sun and supplemental water will yield the most fruit

*Actinidia deliciosa***Kiwi Fruit**

H: 12'-30'

W: 8'-10'



- Provides cover for walls and fences when trained
- Good for espalier
- A higher water needs plant, use it only where non-potable water is available for irrigation

*Citrus aurantiifolia***Mexican Lime**

H: 10'-12'

W: 15'-20"



- Works well in planters
- Mulch and water root area
- Good for espalier

**EDIBLES**

Edible plants need more water and care than other plants. Only plant them if the community will eat the produce and is willing to maintain them. There are numerous possibilities for edible plants that will grow in Oxnard. These are options for vines and trees that can be grown in narrow spaces.



Citrus x meyeri 'Meyer'

Meyer Lemon Tree

H: 10'-12'

W: 8'-10'



- Works well in planters
- Mulch and water root area
- Good for espalier



Citrus reticulata

Mandarin Orange

H: 15'-20'

W: 10'-12'



- Works well in planters
- Mulch and water root area
- Good for espalier



Citrus x paradisi 'Oro Blanco'

Oro Blanco Grapefruit

H: 15'-25'

W: 15'-25'



- Works well in planters
- Mulch and water root area
- Good for espalier

EDIBLES

Edible plants need more water and care than other plants. Only plant them if the community will eat the produce and is willing to maintain them. There are numerous possibilities for edible plants that will grow in Oxnard. These are options for vines and trees that can be grown in narrow spaces.

Ficus carica

Fig

H: 15'-20'

W: 15'-20'



- Can withstand dry periods, but fruit will be affected
- Great in planters or espaliered



Fragaria chiloensis

Beach Strawberry

H: 4'-8'

W: spreading



- Mow or trim prior to spring to promote growth
- Can tolerate lower water levels, but fruit will be affected



Opuntia littoralis

Prickly Pear

H: 3'

W: spreading



- Thorny pads
- Requires very little supplemental water



EDIBLES

Edible plants need more water and care than other plants. Only plant them if the community will eat the produce and is willing to maintain them. There are numerous possibilities for edible plants that will grow in Oxnard. These are options for vines and trees that can be grown in narrow spaces.



Bougainvillea spectabilis

Great Bougainvillea

H: 4'-6'

W: 6'-8'



- Must have sturdy support
- Prune in spring
- Fragile roots until established



Ficus pumila

Creeping Fig

H: 25'-30'

W: 25'-30'



- Can and will cover an entire building, so windows and entrances must be maintained



Hardenbergia species

Lilac Vine

H: 6'-8'

W: 18"-24"



- Requires support
- After bloom, prevent tangling by cutting back

VINES

Plant vines to grow up fences, walls, or trellis structures.

7

Green Alleys Implementation

CHAPTER 7

Green Alleys Implementation



Credit: Los Angeles Bureau of Sanitation

Figure 7.01 Community, City, & Non-profit stakeholders at the Avalon Green Alley groundbreaking in Los Angeles

In times of challenging budgets, implementing green alleys projects may seem like an unattainable goal. However, the fact that green alleys provide such a variety of benefits to Oxnard residents and to the urban landscape, increases the number of potential funding sources. Each green alley implementation project will have characteristics that can influence funding options, such as proximity to schools, shopping or transportation centers, the condition of pavement, need for traffic-calming or pedestrian safety improvements, stormwater benefits, degree of neighborhood support and more.

The cost of alley greening projects may range from a few thousand dollars to support “Do it Yourself” work by local residents, to a few million dollars for larger, more comprehensive alley projects that might involve removing pavement, installing permeable surfaces, changing traffic flow or building stormwater infrastructure. Public benefits of green alley projects may include: community cohesion, reduced blight, crime reduction, improved public health, reduced

maintenance costs, improved air and water quality, and improved economic vitality. The true costs and benefits should be evaluated when deciding how and where to implement green alleys projects.

Green Alley Cost Estimate

The cost estimate for a typical standard alley reconstruction in the City of Oxnard is \$9.85 per square foot. These improvements are focused solely on resurfacing the alley with standard concrete paving.

The cost estimate for a typical green alley project with the base improvements is \$45.50 per square foot. The base improvements provided in this scenario include: resurfacing the alley with integral color recycled concrete; a speed table at one end of the alley and curb ramps and crosswalk striping at the other end; pedestrian pole lights; trash corral enclosures for refuse bins at each property; safety and identity signage at each end of the alley; and planting, irrigation, and mulch. Refer to Appendix G for detailed cost estimates.

Role of Grants

In 2015, the availability of federal and state grant funds is generally diminishing, and most grant programs are oversubscribed. In California, Carbon Cap and Trade Auction Funds and the 2014 Water Bond have created or replenished a handful of grant programs that could support Green Alleys projects.

Most grant programs require at least 50% matching contribution to the project cost, and many require 75% match. Thus, in most cases, it is not realistic to expect grants to cover 100% of project implementation costs. It would be highly unusual for alley maintenance projects and programs to be eligible for any type of grants. It is also important to note that grant programs change from year to year, and projects must be at the right stage of readiness when the grant “window” is open. In many cases, environmental documents are needed at the time of application, and matching funds must be committed and secured. Some grant programs restrict eligible applicants. It is common for foundation grants to be limited to non-profit 501(c)(3) organizations. So for maximum access to grants, the *Green Alleys Plan* recommends that Oxnard should work with a non-profit partner to implement Green Alley projects.

Sources of public financing for implementation projects should be identified first and then the City or partner organizations can apply for grants to leverage those funds and make up the shortfall. In some cases, multiple green alleys projects could be bundled into a single grant application.

Sources of Local Funding

Local sources of funds that might be immediately applicable for implementation and potentially for maintenance programs include the following:

Measure O

The purpose of the Measure O ordinance is to provide enhanced levels of vital city services including police, fire and emergency response, increasing street paving and sidewalk/pothole repair to improve traffic flow, expanding youth recreation, after school and anti-gang prevention programs, acquiring property for parks/open space preservation, upgrading stormdrains, improving senior services, increasing building code compliance

and other general City services. The FY 2014-15 Measure O Adopted Budget included \$500,000 for alley and roadway repair, and \$1,000,000 for parking lot/alley maintenance. Additional Measure O Funds are dedicated for City Corps activities. Given the current budget shortfall, Measure O funds are unlikely to be available in the near future for green alley projects.

“Interplead Funds”

In April 2015, a settlement was approved between the City of Oxnard and the developers of a downtown movie theater and Plaza. The settlement includes approximately \$6.15 million that can be spent at the complete discretion of the City following a public input process for programs and improvements to revitalize Oxnard’s Downtown. A Public Meeting will be convened in summer 2015 for Oxnard residents to share their ideas about how these funds should be used, then the City Council will make decisions. It is not determined if the funds will be used all at once, or over a longer period. For the purposes of maintaining green alleys in downtown Oxnard, an endowment fund could be established with “Interplead Funds” or as a condition of future development, from which the City could draw to fund major repairs, replacements, renovations and maintenance.

Streets and Paving Fund

Oxnard’s annual budget for paving streets and alleys has been impacted by a decline in gas tax revenues and other factors, while at the same time, Oxnard has a significant backlog of deferred maintenance on many priority roadways. Funding for green alleys projects or alley maintenance is not available from the General Fund at this time.

Community Facilities Districts & Assessment Districts

Community Facilities Districts and Assessment Districts are both used by the City of Oxnard to fund public improvements and services. As described on the City’s Finance Department website, “property owners within these districts are levied an annual special assessment/special tax on their Ventura County property tax bill to pay for their portion of debt service for the bonded districts and/or to fund their share of the annual cost of services provided by the District” (City of Oxnard 2014c). The proceeds

from the special assessments/special taxes are used for acquisition, construction, and maintenance of public improvements.

Community Facilities Districts, also known as Mello-Roos Districts, are used to finance public facilities or services with a useful life of at least five years. Examples include public infrastructure, park, recreation, and open space facilities; or park, parkways, and open space maintenance (City of Oxnard 2014c).

Assessment Districts finance public improvements throughout district boundaries, and the properties within the boundaries of the Assessment District receive direct, or special, benefit from the financed public improvements. Examples of improvements include public works and infrastructure, utility infrastructure, and real property acquisition (City of Oxnard 2014c).

Enhanced Infrastructure Financing District

In January 2015, SB 628 (Beall) authorized the creation of a new finance option called an Enhanced Infrastructure Financing District (EIFD). An EIFD is a governmental entity established by a city or a county that carries out a plan within a defined area (boundaries of which do not need to be contiguous) to construct, improve and rehabilitate infrastructure;

construct housing, libraries, and parks; remediate brownfields, etc. Activities financed by an EIFD may include public infrastructure and public and private facilities. Green alleys projects are eligible activities.

An EIFD may fund these facilities and development with the property tax increment of those taxing agencies (cities, counties, special districts) that consent. EIFD's are also authorized to combine tax increment funding with other permitted funding sources including:

- Property tax revenue distributed to a city, county or special district after payment of a successor agency's debts.
- Revenues dedicated by a city or county to the EIFD from property tax corresponding to the increase in assessed valuation of taxable property attributed to those property tax shares received by a city or county pursuant to in lieu of VLF5.
- Fee or assessment revenues derived from one of ten specified existing sources.
- Loans from a city, county or special district, under certain conditions.

In order to proceed with establishing an EIFD, the City of Oxnard must develop an Infrastructure Financing Plan, and meet certain criteria related to the dissolution of Redevelopment Agencies (Association of Bay Area Governments 2015).

Synergy with Other Projects

Oxnard City Corps has received Urban Greening Project grant funding for planting 305 Southern California native trees, drought tolerant, and fruit-producing trees and shrubs, and 105 additional native plants in low-income, economically disadvantaged areas of Oxnard in and adjacent to the La Colonia neighborhood.

The trees will be planted along streets, public right of ways, in parks, and at school sites. Oxnard City Corps teams, and the Facilities staffs of the Oxnard School District and Oxnard Union High School District will maintain the trees in forthcoming years. The project will involve the local community in choosing fruit tree species nearby their homes, and will facilitate leadership among community members to be involved in the volunteer maintenance and harvest of the fruit. Thus the project will initialize a



Credit: Oxnard City Corps

Figure 7.02 Oxnard City Corps cleaning up an alley

“Tree Steward” program that local residents will be able to participate in.

This project could be implemented in alley rights-of-way as part of a green alley project in La Colonia, and it could serve as a stewardship maintenance model for green alley projects throughout the City.

New Sources of Local Funds

These new sources of local funds might be considered in Oxnard’s future.

Green Bonds

New York City has established a new municipal vehicle to fund environmentally-friendly projects. The Green Bond program helps lower the City’s carbon footprint and funds future resiliency projects -- from hardening coastal wastewater treatment plants and greening streets and alleys, to undertaking energy efficiency and conservation projects in City buildings. Green Bonds help to attract a new generation of investors who want to see social return on their investments as well as financial gain. A Green Bond program could be used to green Oxnard’s streets and alleys, cut the City’s carbon footprint, deliver clean water, provide resilience to impacts from climate change (consider Ormond Beach wetlands) and build a more livable city.

Local Improvement Districts

The City of Portland, Oregon uses Local Improvement Districts (LID) to finance green street and alley projects. In Portland, LID’s can be established with a written petition from local residents and an action of the City Council. If an LID is formed, the City manages the design and construction of the project, and property owners do not pay until the work is complete. Financing is usually for a 20-year term. The City works with property owners to determine the scope of the project and develops an assessment methodology. A variety of methods are used, including square footage, linear footage or equivalent dwelling unit. Sometimes a combination of these methods is used, but square footage is most common. Streets or alleys can also be improved under a permit job, in which case the project is privately managed and financed up front by property owners. LIDs have also been successfully used to provide

sanitary sewer, water main improvements, and utility undergrounding improvements in conjunction with street improvements for economies of scale.

Portland Bureau of Transportation has a comprehensive website explaining the program in detail.

Sources of Grants 2015-2016: Federal Programs

These federal grant programs may support aspects of Green Alleys projects.

Community Development Block Grant (CDBG) Entitlement Program

Improving or constructing public facilities such as streets and alleys is an eligible activity under CDBG. The City of Oxnard receives CDBG funds annually from the U.S. Department of Housing and Urban Development on a formula basis. In 2015 the allocation was \$2,131,803. The City has an established public process to approve an Annual Action Plan for determining how the funds will be spent. The City of Oxnard Housing Department Grants Management Division coordinates this process in the spring.

Congestion Mitigation and Air Quality Programs (CMAQ)

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds transportation projects to improve air quality and reduce traffic congestion in areas that do not meet air quality standards. Bicycle and pedestrian improvements are eligible activities. The Ventura County Regional Transportation Commission has an annual solicitation for projects in January. Projects are selected for funding in May or June.

Other US Department of Transportation Programs

The US Department of Transportation provides funding annually for a variety of programs that could support aspects of green alleys projects. Federal programs include: Surface Transportation Improvement Funds, Bike and Pedestrian, and Safe Routes to School. Most of these funds are distributed through annual solicitations by CalTrans (see State Grants).

Partnership for Sustainable Communities (EPA, DOT, HUD)

The Partnership agencies periodically offer joint funding opportunities that support multi-benefit urban projects. No programs are offered in 2015, but in the past it has funded similar efforts.

State of California Grant Programs

Active Transportation Program (ATP)

In 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program. The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals: increase the proportion of trips accomplished by biking and walking, increase safety and mobility for non-motorized users, advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals, enhance public health, ensure that disadvantaged communities fully share in the benefits of the program, and provide a broad spectrum of projects to benefit many types of active transportation users. Green alleys implementation projects are eligible if they support these objectives. CalTrans has an annual solicitation. The City of Oxnard Traffic Engineering Division coordinates an annual application.

Proposition 1 Stormwater Grant Program

Proposition 1, the Water Bond approved by voters in 2014, allocates \$200 million for grants for multi-benefit (water quality/supply, flood control, open space) stormwater management projects. Eligible projects may include green infrastructure, permeable pavement, and rainwater and stormwater capture. Grant guidelines will be developed in FY15/16 and grants offered in 2016.

Affordable Housing and Sustainable Communities

The AHSC Program provides grants and loans for projects that will achieve GHG emissions reductions and benefit disadvantaged communities by encouraging the development of affordable housing

near transit and by creating walkable, bikeable communities that encourage fewer car trips.

There is \$130 million in AHSC's first round (2015), and the second round of funding (2016) is estimated to be approximately \$200 million. The source of the funds is Carbon Cap and Trade Auction Revenues. Guidelines may be revised for future rounds.

CalFire Green Innovations

Certain Green Alleys projects may be eligible for grants from CalFire's Green Innovation grant program. The purpose of this grant program is to fund development and implementation of a "Green Innovation" program or project that will reduce GHG emissions and help improve greening in urban areas. These projects should be forward-thinking green infrastructure projects, and must have a positive greenhouse gas benefit. Desirable projects will have a positive GHG benefit and give special attention to energy conservation, air quality improvement, storm water management/water quality, or improvement of public health outcomes. A strong emphasis will be placed on serving disadvantaged communities. The solicitation for projects occurs in late summer with proposals due in the fall.

Private Foundations

Wells Fargo Program: Environmental Solutions for Communities

Wells Fargo and National Fish and Wildlife Foundation together established the Environmental Solutions for Communities Initiative, which supports projects that link economic development and community well-being to the stewardship and health of the environment. Grants are limited to certain geographic areas, but as part of the greater Los Angeles region, Oxnard could be eligible. These are smaller grants, \$50,000 or less, but could be used for smaller scale green alley projects. The City of Oxnard would need a non-profit partner to apply. The solicitation is offered in the Fall with proposals due in early December.

Wells Fargo Corporate Giving

In California, Wells Fargo Corporate Giving supports projects that improve low- and moderate-income

communities by: creating and sustaining affordable housing and revitalizing and stabilizing communities. Wells Fargo employees also volunteer on community benefit projects. Oxnard is located in Wells Fargo's Central California Region. Online applications are accepted from January 1 to September 30, but it is recommended to apply as early in the year as possible. Grants are typically less than \$50,000.

Strategies for Green Alley Maintenance

Maintenance Endowments

Maintenance endowments were mentioned as a means of paying for the upkeep of green alleys in the downtown area, but endowments could also be established for new Green Alley construction projects in other areas as well. When alley implementation projects are funded with grants, it may be the case that establishment of a maintenance endowment could contribute to the City's match requirements on State and federal grants.

Role of Residents and Businesses

In addition to establishing maintenance endowments for new Green Alleys projects, Oxnard could develop an outreach program to encourage residents and businesses located on alleys to implement Best Practices, and maintain their alleys in ways that are beneficial. The City of Chicago uses this strategy and has developed a *Green Alleys Handbook* with easy to use instructions and photographs. This handbook and approach could be adapted for use in Oxnard, with outreach and program management assistance from City Corps or an appropriate non-profit organization.

"Adopt-an-Alley" programs, similar to Downtown's "Adopt-a-Planter" program, could be established to allow citizens to donate time or money toward helping with green alley maintenance.

Utility Fee Rebate for Maintaining Your Alley

A few local governments utilize recorded Maintenance Agreements as a means of formalizing the maintenance responsibilities of adjacent property owners with regard to stormwater low impact development best management practices (BMP) projects, which resemble Green Alleys

projects in many ways. In exchange for a rebate on stormwater utility fees, local residents agree to maintain BMP's in accordance with the standards set in the Maintenance Agreement. It is anticipated that there will be a cost for the homeowner to do BMP maintenance, but the amount of rebate is clearly higher, and this incentivizes the action.

In taking this approach, the City would transfer responsibility for maintenance in exchange for making incentive payments. The City would also gain responsibility for monitoring and validating that maintenance is performed to the standard in the Agreement. This presents an additional cost. However, empowering residents to take responsibility for maintaining their alleys may offer additional benefits including sense of ownership in public spaces and yielding better results overall.

Decommissioning Alleys

An alternative to funding maintenance of green alleys is to decommission alleys and transfer the property to adjacent residents or to a homeowners association. This is not a viable strategy for grant-funded projects, where the City must guarantee maintenance for the useful life of the project, however it may work for other green alleys projects.

Sale of Advertising Space

The Seattle Department of Transportation's (SDOT) proposed Coordinated Street Furniture Program will use advertising funds to purchase new street furniture and maintain the streetscapes in Downtown. SDOT issued a request for proposals searching for an advertising company which would pay for the cost of new street furniture and maintenance of streetscapes by selling advertising space on transit shelters, informational kiosks, trash receptacles and seating in Downtown. If the program is approved by the Seattle City Council, SDOT hopes to choose a vendor by July. According to the RFP, the program would provide new street furnishings and amenities in Downtown Seattle and direct revenue to the City. The program vendor would maintain the furnishings. Off-premise advertising is a creative way to fund capital improvements and ongoing maintenance, as well as to provide a better designed and functional public space. This model has proven successful in many cities around the world.

FUNDING SOURCE	DESCRIPTION	REPAYMENT	TIMING	NOTES
Measure O	Ordinance that provides enhanced levels of vital city services. It has been used to fund alley & street maintenance & repair, acquire property for parks, & fund youth programs, among other services.	City-wide sales tax	City's annual budget process	Could be used to establish a maintenance endowment
Interplead Funds	2015 settlement between the City of Oxnard and developers includes approximately \$6.15 million that can be spent for programs and improvements to revitalize Oxnard's Downtown.	Settlement	City's discretion	Public process summer 2015 to help determine how funds should be used
General Fund	Funding for green alleys projects or alley maintenance is not available from the General Fund at this time.	General Fund	City's annual budget process	Future potential
Community Facilities & Assessment Districts	Levies special assessment/special tax on property owners to finance public improvements that benefit the properties within the district.	Special assessment/special tax		Could be used for construction &/or maintenance.
Green Bonds	Green bonds are fixed income, liquid financial instruments that are used to raise funds dedicated to climate-mitigation, adaptation, & other environment-friendly projects.	Sale of Bonds, repayment through variety of utility fees or General Fund	City's discretion	Green alleys projects could be combined with other climate change resilience projects
Local Improvement Districts	The City manages the design & construction of the project, & property owners do not pay until the work is complete. The City works with property owners to determine the scope of the project & develops an assessment methodology. Property owners pay their share over time with their property tax bill.	Tax assessment in project areas. Financing is usually for a 20-year term.	Process to be established	City Council must establish a LID formation process. A neighborhood petition followed by a City Council action can be used to establish a LID in some cities.
Community Development Block Grant (CDBG) Entitlement Program	Improving or constructing public facilities such as streets and alleys is an eligible activity under CDBG. The City of Oxnard receives CDBG funds annually from the U.S. Department of Housing and Urban Development on a formula basis.	No repayment (grant)	Annual Action Plan process in the Spring	

Figure 7.03 Funding & Maintenance Summary

FUNDING SOURCE	DESCRIPTION	REPAYMENT	TIMING	NOTES
Congestion Mitigation & Air Quality Programs (CMAQ)	Funds transportation projects to improve air quality and reduce traffic congestion in areas that do not meet air quality standards. Bicycle and pedestrian improvements are eligible activities.	No repayment (grant)	Annual solicitation for projects in January	
Partnership for Sustainable Communities	The Partnership agencies periodically offer joint funding opportunities that support multi-benefit urban projects. No programs are offered in 2015, but in the past this partnership has funded similar efforts.	No repayment (grant)	Inactive program	Possible addition to City's legislative agenda
Active Transportation Program (ATP)	The purpose of ATP is to encourage increased use of active modes of transportation. It is a consolidation of federal & state transportation programs.	No repayment (grant)	Annual solicitation by CalTrans for projects in January	Green alleys implementation projects are eligible if they support program objectives.
Proposition 1 Stormwater Grant Program	Water Bond approved by voters in 2014, allocates \$200 million for grants for multi-benefit (water quality/supply, flood control, open space) stormwater management projects. Eligible projects may include green infrastructure, permeable pavement, & rainwater and stormwater capture.	No repayment (grant)	Grant guidelines will be developed in FY15/16 and grants offered in 2016.	
Affordable Housing & Sustainable Communities	Provides grants/loans for projects that will achieve GHG emissions reductions & benefit disadvantaged communities by encouraging development of affordable housing near transit & by creating walkable, bikeable communities that encourage fewer car trips.	No repayment (grant)	\$200 million expected to be available in 2016	
CalFire Green Innovations	Funds development and implementation of a "Green Innovation" program or project that will reduce GHG emissions and help improve greening in urban areas. Emphasis will be placed on serving disadvantaged communities.	No repayment (grant)	Annual solicitation in late Fall	

Figure 7.03 Funding & Maintenance Summary (continued)

FUNDING SOURCE	DESCRIPTION	REPAYMENT	TIMING	NOTES
Wells Fargo Program: Environmental Solutions for Communities	In partnership with National Fish & Wildlife Foundation, supports projects that link economic development & community well-being to the stewardship & health of the environment.	No repayment (grant)	Annual solicitation in Fall	Grants are \$50K or less. Grants are limited to certain geographic areas, but as part of the greater Los Angeles region, Oxnard could be eligible.
Wells Fargo Corporate Giving	Supports projects that improve low- & moderate-income communities by: creating & sustaining affordable housing & revitalizing/stabilizing communities. Wells Fargo employees also volunteer on community benefit projects.	No repayment (grant)	Annual solicitation in January	Oxnard is located in Wells Fargo's Central California Region
Maintenance Endowments	When alley implementation projects are funded with grants, it may be the case that establishment of a maintenance endowment could contribute to the City's match requirements on State & federal grants.	Variety of sources including General fund, donations, fines, development fees	At City's discretion	May be a means of paying for the upkeep of green alleys
Residents & Businesses Maintain Their Local Alleys	Oxnard could develop an outreach program to encourage residents and businesses located on alleys to implement Best Practices, & maintain their alleys.	Volunteers	At City's discretion	
Utility Fee Rebate for Maintaining Your Alley	If Oxnard implements a stormwater fee in the future, a portion of the fee may be refunded to residents as incentives for maintaining BMP's.	Utility fees	At City's discretion	Could also evaluate solid-waste fees
Decommission Alleys	An alternative to funding maintenance of green alleys is to decommission alleys and transfer the property to adjacent residents or to a homeowners association.	Residents assume ownership	At City's discretion	Not viable for grant-funded projects, maintenance by City must be guaranteed for the useful life of the project
Sale of Advertising Space	Use advertising funds to purchase new street furniture and maintain the streetscapes.	Advertising revenue	At City's discretion	

Figure 7.03 Funding & Maintenance Summary (continued)

Next Steps

The *Oxnard Green Alleys Plan* encourages the City of Oxnard to implement green alley projects that provide multiple benefits to the surrounding community, throughout multiple neighborhoods overtime. The City should strive to build projects that incorporate the base green alley improvements as well as multiple elements from the typology categories. Depending on the available resources and funding, a phased approach may be the most realistic strategy for implementing green alley projects.

Oxnard's first demonstration project site(s) should be selected within one or more of the green alley priority neighborhoods (Downtown, La Colonia, and South Winds), and a funding strategy for each project should be outlined. Additional community engagement efforts can help the City gauge the level of support and involvement from the residents and property owners surrounding the selected site; evidence of community support can make a project eligible or more competitive for grant awards and can lead to shared stewardship and maintenance of the green alley project.

Steps can be taken by alley-adjacent property owners on their own private property to start making positive impacts on the alley. Examples include replacing or repainting aging fence materials, installing lighting on alley adjacent garages to provide night-time lighting in the alley, planting and caring for drought-tolerant vegetation adjacent to the alley, and planting trees in the backyard that will help shade the alley. Private property owners should ensure that any improvements they make to their property comply with Oxnard's codes and regulations.

Funding and implementation of green alley projects can be broken into phases. For example, the green alley base improvements could be constructed first. Then as additional resources are available, typology design elements could be added into the green alley program bumpout spaces. Another approach could be to implement a green alley project for just a portion of an alley first; for example, if a portion of the alley could be decommissioned and converted to a pocket park, that portion could be implemented first, and the rest of the alley could be revitalized as additional funding becomes available.

The *Oxnard Green Alleys Plan* ultimately envisions a network of green alleys throughout Oxnard's neighborhoods, collectively providing: a system of safe walking and bicycling connections; various shared spaces for community members to gather, play, exercise, and garden; support for a prosperous business community; and green infrastructure that contributes to a cleaner, healthier, low-maintenance environment. Not every alley will become a green alley, but the opportunity exists to convert some of these neglected, underutilized spaces into a new paradigm of public space in the City of Oxnard.

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Appendices

APPENDIX A

Green Alley Precedents

Green alley precedents are valuable tools in the planning and implementation of future projects and related endeavors. The following is a compilation of programs, built projects, and approaches that have produced not only measurable results, but also a better understanding of the components and entities associated with green alley projects.

Los Angeles: Transforming Alleys

Plan Document: *Transforming Alleys into Green Infrastructure for Los Angeles*

Location: Los Angeles

What: Resource for how to best implement Green Alleys in Los Angeles

Key Objectives:

- Green Alley Subcommittee
- Planning and design criteria
- Establish a clear, streamlined process for residents and community groups
- Source funding
- Amend current projects with alley programs
- Assess results

Published: 2008

Info Source: Cassidy, A., Newell, J., and J. Wolch. 2008. *Transforming Alleys into Green Infrastructure for Los Angeles*. Los Angeles, CA: USC Center for Sustainable Cities.

Los Angeles: South Los Angeles Green Alley Master Plan

Plan Document: *South Los Angeles Green Alley Master Plan*

Location: South Los Angeles

What: Master plan to identify priority areas and

design strategies for green alley projects

Key Objectives: Identify locations where green alley and green street networks can make the biggest positive impact for improving:

- Stormwater run-off
- Urban greening
- Community open space
- Bicycle and pedestrian connections

Developed: 2011-2015

Info Source: *Alleys Amplified: South Los Angeles Green Alleys Master Plan Volume 1*; prepared by California State Polytechnic University-Pomona, for The Trust for Public Land and City of Los Angeles Bureau of Sanitation, 2012

Los Angeles: NoHo Alley

Project Name: North Hollywood Alley Retrofit Project

Location: Los Angeles; West of Vineland, between Oxnard and Hatteras Streets

What: Four contiguous alley segments

- Installation of permeable pavers to allow stormwater infiltration/groundwater recharge
- Installation of catch basins to divert run-off from adjacent streets and direct to the alley for infiltration

Key Objectives: Reduce local flooding, recharge groundwater (approximately 40 acre feet per year), improve water quality in the LA River (reducing run-off), aesthetic enhancements for the neighborhood

Cost: \$800,000

Funding Source: \$600,000 of the cost is funded by Los Angeles Department of Water & Power; funding also from Los Angeles Department of Public Works

	Planning	Design	Construction	Policy & Incentives	Funding	Community Stewardship	Education	Programming & Use	Maintenance
Infrastructural Focus									
Old Pasadena Alley Walkways	X	X		X	X				
Sacramento Alley Activation		X		X					
San Diego Southcrest Green Alley		X							
Chicago Green Alley Program		X					X		
Avalon Green Alley	X	X		X	X	X			
Social Focus									
Linden Living Alley	X	X				X			
Tenderloin National Forest		X		X	X	X	X	X	X
Bienestar Alley / Boyle Heights		X	X			X		X	x
Baltimore Alley Gating & Greening		X		X		X		X	
Avalon Green Alley	X	X		X	X	X			
Planning Documents									
Old Pasadena Alley Walkways	X	X		X	X				
Transforming Alleys... Los Angeles	X		X	X		X			
South Los Angeles Green Alley Master Plan	X	X				X		X	

Figure A.01 Green Alley Precedents - Relevant Lessons



Figure A.02 Linden Living Alley, San Francisco

Timeline: Construction started Jan/Feb 2011

Info Source: Los Angeles City Council District 4,
LA Stormwater/Watershed Protection Program

San Francisco: Linden Living Alley

Project: Linden Living Alley

Location: Hayes Valley, San Francisco

What: Woonerf approach, shared space for people and cars

- Raised roadbed (no curb)
- Permeable paving
- Widened sidewalks, separated from vehicle lane by planting and granite seating

Key Objectives: Provide social setting for park-poor neighborhood, slow traffic

Cost: \$275,000 for construction; surrounding property owners pool \$5,000 annually for maintenance

Funding Source: \$97,800 Community Challenge Grant

Timeline: 5 year organization/design, 2 weeks construction, opened October 2010

Info Source: Winslow Architecture, <http://www.spontaneousinterventions.org/project/linden-living-alley>

San Francisco: Tenderloin National Forest (Cohen Alley)

Project: Tenderloin National Forest

Location: Tenderloin District, San Francisco; between Hyde, Ellis, and Leavenworth Streets

What: Local artists “claim” an alley to convert from site of illegal dumping, drug use, and other criminal activity to a community commons for public art, performance, classes, and experimental art projects.

- 23x136 foot alley, “annexed” by nonprofit artist

- group
- Artist designed steel gate, alley open for visitors from noon to 5 pm
- “Forest” of cherry, cypress, Japanese maple, and redwood trees
- Edible plants and herbs in raised boxes
- Monthly clothing repair by artist with mobile sewing cart, other regular monthly events
- Tended by volunteers, gallery staff, and visitors (public access to gardening tools)
- Murals
- Mosaic-inlaid paving
- Goldfish ponds
- Wattle and daub house displays continuing photo series of neighbor and visitor portraits
- Upgraded lighting

Key Objectives: Artist community, edible community gardens

Funding Source: Gallery pays the City rent of \$1/ year to use the alley space

- 2009 funding from the San Francisco Art Commission / Creative Space Fund and the Mayor’s Office, Community Challenge Grant
- Evolving space defined by artists’ contributions

Timeline: Transformation began in 1989, in 2000 the gallery negotiated its lease for the alley from the City, which permanently closed it to traffic

Info Source: New York Times, Luggage Store Gallery

Sacramento: Alley Activation

Project: Pilot Alley

Location: Sacramento; between 17th and 18th Streets, Capitol Avenue and L Street

What: Conversion of Central City alley to mixed-use development

- Entrance for three condominiums, coffeehouse, Old Soul Co. headquarters
- Permeable pavers, solar lighting, planters
- Replace aging sewer and water lines
- Naming alleys, which makes it easier to

describe locations for police and fire departments, code enforcement, and solid waste haulers

Key Objectives: Provide an open-source template, make better use of existing infrastructure, replace aging infrastructure

Other Notes:

- Facilitates rear lot developments, which typically have lower real estate values than properties with street frontage
- City’s General Plan recognizes unrealized potential of Central City alleys to function as pedestrian pathways, residential front entrances, small business locations, and restaurant/café use

Cost: \$500,000, includes replacement of water and sewer lines (surface improvements cost ~\$150K)

Funding Source: Formation of the non-profit group, Alley Activation Alliance, allows for acceptance of private and business funding

- \$100K from Federal Community Development Block Grant

Timeline: Completed ~ Nov 2010

Info Source: News Review, Sacramento Press

Pasadena: Old Pasadena Streetscapes and Alley Walkways

Project: Old Pasadena Streetscapes and Alley Walkways Refined Concept Plan

Location: 20-block area with 26 alleys

What: Plan for making pedestrian improvements to the streetscape and alleys of Old Pasadena

- Analysis and documentation of existing conditions
- Community outreach process
- Recommended street locations and elements
- Recommended alley locations and elements
 - Paving with drainage swales



Figure A.03 Old Pasadena Streetscapes and Alley Walkways

- Entry identification and historic reference signs
- Brass alley names in paving
- Wall-mounted pedestrian directories at key alley walkway locations
- Shared trash compactor with sewer connections and wash down areas at centralized locations
- Dumpsters removed from alley walkways, or screened if removal is not possible
- Wall-mounted lighting provided by property owners, selected from established lighting fixture palette
- Vine planter pockets at large blank, non-historic walls
- Removable or depressible bollards to limit vehicular access at designated locations
- Accessibility for mobility impaired
- Potted plants and window box planters (private installation and maintenance)
- Street furniture
- Linkages to parking facilities and through-block connections
- Funding sources and strategies
- Public policy considerations

Key Objectives:

- Address functional improvements to alley walkways: better drainage, consolidation of utilities, designated trash disposal areas, sewer hook-ups for restaurant wash down areas
- Accessible and welcoming to all
- Retains, reinforces, and enhances the historic, cultural, and urban character of the district
- Safe, clean, and well-lighted
- Creates and reinforces connections between Old Pasadena and parking, transit facilities, adjacent districts, and housing
- Includes imaginative public art and amenities, signage, and clear entryways for pedestrians and vehicles
- Improves delivery of services and shipment of goods to/from businesses
- Reinforces the idea of Old Pasadena as a district/identifiable special place

Cost: Base Plan Improvements (streetscape and alley walkways) estimated to be \$7.35 million

Funding Source:

- Public/private partnership approach
- Parking meter revenues dedicated to design and implementation of the streetscape and alley walkway program – plan proposed \$5 million to be paid for by a city bond financed by Old Pasadena parking meter revenues
- Plan proposed complementary \$2.35 million improvements to be paid for by private property owners, business owners, non-profit organizations, grant funds, donor programs, and other City funds.
- Donor programs for street furniture, private property owners, “Friends of Old Pasadena” proposed non-profit public benefit corporation, Old Pasadena Business Improvement District (BID), Downtown Cultural Trust Fund, grant programs

Maintenance: Elements installed in public domain to be operated and maintained by the City through its annual operating budget; program elements installed on private property to be maintained and operated privately

Timeline: Plan adopted 1995

Info Source: Old Pasadena Streetscapes and Alley Walkways Refined Concept Plan

San Diego: Southcrest Green Alley

Project: Green Alley Filtration

Location: San Diego; adjacent to the Southcrest Trails Park development, north of Beta Street at 37th St and 38th St

What: Stormwater filtration through the alley; removal of Diazinon, dissolved copper, dissolved zinc, dissolved lead, and indicator bacteria before stormwater enters Chollas Creek

Key Objectives: Water pollution prevention

Funding Source: Redevelopment Agency of the City

of San Diego, SDG&E Mitigation Funds, City of San Diego

Timeline: Completed by 2013 Fall/Winter

Info Source: Civic SD

Baltimore: Alley Gating & Greening

Project: Alley Gating and Greening Program

Location: Baltimore, Maryland

What: A legal tool provided by the City for residents who wish to organize and fund their own alley design implementations

- Process of submission for approval by the Department of General Services

Key Objectives:

- Improve blighted and degraded alleys that were contributing to crime in residential neighborhoods
- Install lockable, access-restricting gates across residential alleyways to enhance community security
- Create green spaces and include other alterations that inhibit vehicular access

Cost: \$250 processing fee, projects are funded by the submitting entities

Funding Source: Baltimore Community Foundation, resident contributions, block fundraising efforts, potential grants

Timeline: Legislation initiated at state level in 2004, local level in 2007. Program established in 2010

Info Source: http://nacto.org/docs/usdg/baltimore_alley_toolkit.pdf

<http://archive.baltimorecity.gov/Government/AgenciesDepartments/GeneralServices/AlleyGatingGreeningProgram.aspx>

PRECEDENT PROJECT	PRIMARY FOCUS / OBJECTIVES		LAND USE TYPOLOGY	
	Civic / Infrastructural Improvements	Community Needs - Social Space	Residential	Commercial / Mixed Use
Avalon Green Alley	•	•	•	•
Baltimore Alley Gating & Greening	•	•	•	•
Bienestar Alley (Boyle Heights)	•	•	•	•
Chicago Green Alleys	•	•	•	•
Linden Living Alley	•	•	•	•
Old Pasadena Alley Walkways	•	•	•	•
Sacramento Alley Activation	•	•	•	•
San Diego Soutcrest Green Alley	•	•	•	•
Tenderloin National Forest	•	•	•	•

Figure A.04 Green Alley Precedent Types

Los Angeles: Boyle Heights

Project: Bienestar Alley

Location: Los Angeles Boyle Heights neighborhood; between Mathews Street and Penrith Drive, two blocks from Whittier Blvd and Soto St

What: Residents banded together to keep their alley clean. They painted the pavement and planted vegetation. Collaboration between neighbors and Union de Vecinos, advocacy group in Boyle Heights

- Alley painted blue with tan border, to represent the beach and ocean for children
- Section of alley is designated as a gathering

- area (“una placita”), for movie nights and potlucks
- Painted old tires serve as planters
- Alley renamed by residents “Bienestar” – wellbeing
- Increasing use and presence of people in alley increases safety

Key Objectives:

- Create a safe place for children to play or read

Cost: Less than \$3,200

Funding Source: Privately incurred, neighbors raised the funds. Union de Vecino organized efforts and volunteer hours.

Timeline: Six month span, 2013

Info Source: Fortin, Kris. 2013. "No Beach? No Greenery? Paint the Floor and Watch an Alley Grow." <http://la.streetsblog.org/2013/03/20/no-beach-no-greenery-paint-the-floor-and-watch-an-alley-grow/>

Los Angeles: South Los Angeles

Project: Avalon Green Alley Demonstration Project

Location: South Park neighborhood of Los Angeles

What:

- Light colored paving to reduce the heat island effects;
- Crosswalk striping, lights, and signage to encourage pedestrian use and increase walkability
- Native and drought tolerant planting to help green and beautify the neighborhood
- A host of innovative techniques to capture and infiltrate storm water from nearby alleys and streets
- Developed six alleys into two design Tiers: two Tier 1 and four Tier 2

Key Objectives:

- The project improved 6 alleys to harvest rainwater, reduce heat island effects, improve water quality, reduce pollution and enhance community connections

Cost: Two Tier 1 demonstration alleys will cost about \$2.3 million total

Funding Source:

- Public Funding:
 - City of Los Angeles Community Redevelopment Agency
 - State of California Urban Greening Grant Program
 - State of California Water Resources Control Board – Stormwater Grant Program, Rounds One and Two
 - State of California Coastal Conservancy
 - City of Los Angeles Proposition O



Figure A.05 Avalon Green Alley Demonstration Project

- LA County Proposition A
- Private Funding:
 - The JIB Fund Community Building Initiative
 - LA2050, an initiative of the Goldhirsh Foundation
 - The National Fish and Wildlife Foundation
 - Wells Fargo
 - The Trust for Public Land

Timeline: 2010 Funding Secured, 2010-2011 Research-Design development, 2012 Community outreach-construction documents, 2015 Tier 1 Construction started

Info Source: <http://myla2050live.maker.good.is/projects/GreenOurAlleys>

<http://www.scp.org/news/2015/01/26/49432/how-two-south-la-alleys-will-soon-provide-clean-wa/>

http://164.67.121.27/files/Downloads/luskincenter/Publications/Avalon_Case_Study.pdf

Chicago: Green Alley Program

Project: 1700W 106th st, 103rd & Avenue G, 2100 N, Rockwell, 5300 N Glenwood, 2400 N Harding

Location: Chicago

What: Implement four pilot approaches in green alley improvements

- Test permeable paving and vegetated swales
- Use recycled materials in the paving
- Use high albedo paving materials to reduce the urban heat island effects
- Install energy-efficient, dark-sky compliant lighting

Handbook for public education and outreach

- Clarify why sustainable alley design is important to the City
- List BMP techniques to be employed in design phases
- Provide examples of how these designs have

been integrated into pilot projects

Key Objectives: To create a greener, more sustainable environment by using best management practices in alley improvements and construction.

Cost: \$900,000 for the four design approaches in five locations.

Funding Source: Regular Chicago Department of Transportation funds

Timeline: Construction began in 2006. The City implemented more than 40 green alleys by Spring 2008.

Info Source: http://www.biaaw.com/documents/LID/BMPS/chicagos_green_alleys.pdf

http://www.cityofchicago.org/dam/city/depts/cdot/Green_Alley_Handbook_2010.pdf

<http://www.concretethinker.com/casestudies/Chicago-Green-Alleys.aspx>



Figure A.06 Green Alley in Chicago

APPENDIX B

Oxnard 2030 General Plan Matrix

The following matrix identifies relationships between the *Oxnard 2030 General Plan Goals & Policies* and the various phases of Green Alleys planning, design, and implementation.

General Plan Goals & Policies	Green Alleys Phase								
	Planning	Design	Construction	Policy & Incentives	Funding	Community Stewardship	Education	Programming & Use	Maintenance
Sustainable Community									
SC-5.2 Organize Volunteer Work Days			X			X	X		X
SC-5.3 Community Gatherings and Workshops	X	X				X	X		
Community Development									
CD-1.4 Transportation Choices	X	X							
CD-1.7 Compact Development	X			X					
CD-1.11 Recreation Opportunities	X	X							
CD-3.4 Neighborhood Quality of Life Program	X			X	X				
CD-4.2 Commercial Revitalization & Redevelopment	X			X					
CD-9.1 Neighborhood Identity		X							
CD-9.2 Revitalization & Redevelopment				X					
CD-10.1 Human-Scale Development				X					
CD-12.2 Public Works Support Urban Design Objectives		X		X					

	Planning	Design	Construction	Policy & Incentives	Funding	Community Stewardship	Education	Programming & Use	Maintenance
CD-13.1 Art and Culture Promotion		X		X	X				
CD-13.2 Maintenance of Public Art					X				X
CD-15.1 Quality of Life	X								
CD-15.8 Grant Funding					X				
CD-16.1 Infrastructure Investment	X			X					
CD-16.8 Public / Private Partnerships					X				X
CD-19.3 Downtown Events						X	X	X	
CD-19.4 Downtown Beautification							X	X	
CD-3.2 Encourage Planned Development Code Provisions for Revitalization				X					
CD-3.3 Innovative Redevelopment				X					
CD-7 Development of Mixed-Use Urban Villages	X	X							
Infrastructure & Community Services									
ICS-2.7 Consistent Roadway Signage		X							
ICS-3.2 Minimum Level of Service C and Exceptions	X	X							
ICS-7.2 Reduce Single-Occupancy Automobile Dependency	X								
ICS-7.3 Travel Patterns	X								
ICS-8.1 Improved Bicycle and Pedestrian Safety	X	X							
ICS-8.3 Completing Bicycle and Sidewalk Network	X	X		X					
ICS-8.4 New Development Requires Bicycle Improvements				X					
ICS-8.5 Public Sidewalks and Pedestrian Orientation				X					

	Planning	Design	Construction	Policy & Incentives	Funding	Community Stewardship	Education	Programming & Use	Maintenance
ICS-8.6 ADA Handicap Requirements		X							
ICS-8.7 Downtown and Beach Area Bicycle Accessibility	X	X							
ICS-8.8 Educational Facilities	X	X			X	X			
ICS-8.9 Street Crossings		X							
ICS-8.11 Bicycle Parking and Storage		X					X		
ICS-8.14 Connecting Facilities	X	X							
ICS-11.1 Regional Water Quality Management Plans	X	X							
ICS-11.5 Sustainability of Groundwater Supply	X	X							
ICS-11.7 Water Wise Landscapes		X							X
ICS-11.12 Water for Irrigation		X							X
ICS-13.1 100-year Floodplain	X								
ICS-13.2 Adequate Storm Drains and NPDES Discharge Treatment	X	X		X					
ICS-13.4 Low Impact Development	X	X		X					
ICS-14.2 Use of Recycled Materials		X	X						
ICS-18.2 Communication Technologies for Improved Citizen Participation						X			
ICS-19.5 Incorporating Security Design Principles		X							
ICS-23.1 City Park and Recreation Standards	X								
ICS-23.10 Park Siting and Design to Maximize Security	X	X							
ICS-24.1 Park Funding Methods					X				
ICS-25 Recreational Programs						X		X	

	Planning	Design	Construction	Policy & Incentives	Funding	Community Stewardship	Education	Programming & Use	Maintenance
ICS-14.2 Use of Recycled Materials		X	X						
ICS-18.2 Communication Technologies for Improved Citizen Participation						X			
ICS-19.5 Incorporating Security Design Principles		X							
ICS-23.1 City Park and Recreation Standards	X								
ICS-23.10 Park Siting and Design to Maximize Security	X	X							
ICS-24.1 Park Funding Methods				X					
ICS-25 Recreational Programs					X		X		
Environmental Resources									
ER-5.7 Minimizing Paved Surfaces		X	X						
ER-6.5 Control of Lighting and Glare		X							
ER-9.2 Enhance Neighborhood Diversity		X							
ER-10.1 Promote use of Native and Water Wise Plants		X							
ER-10.3 Awareness Program of Importance of Trees						X			
ER-12.3 Agricultural Partnerships					X		X		
ER-14.2 Transportation Demand Management (TDM)		X	X						
Safety & Hazards									
SH-7.7 Increase Public Awareness						X			
SH-8.1 Planning Programs	X		X						
SH-8.2 Reducing Speed on Neighborhood Streets	X	X							

APPENDIX C

Additional Maps

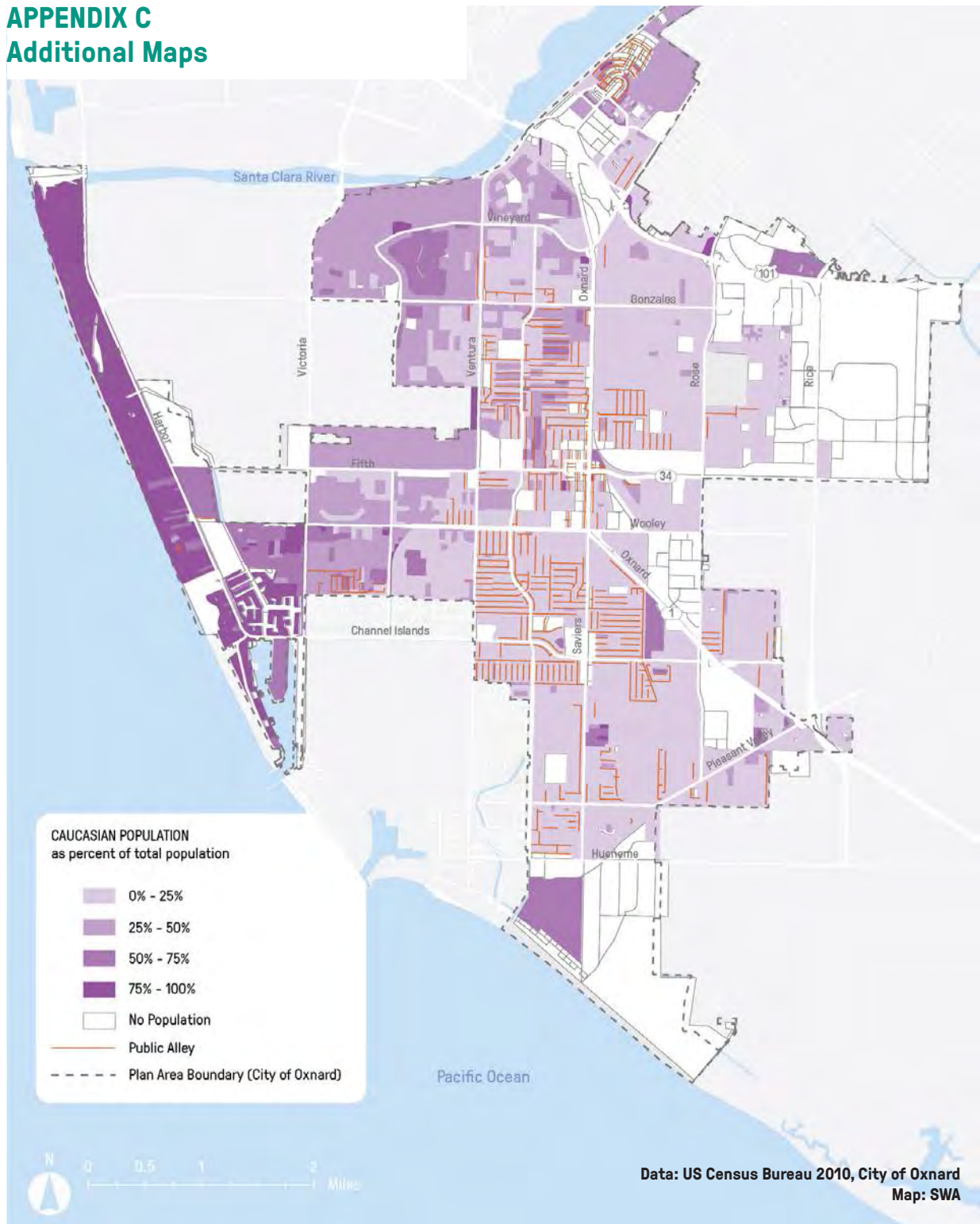


Figure 3.13 Oxnard Race & Ethnicity (continued)

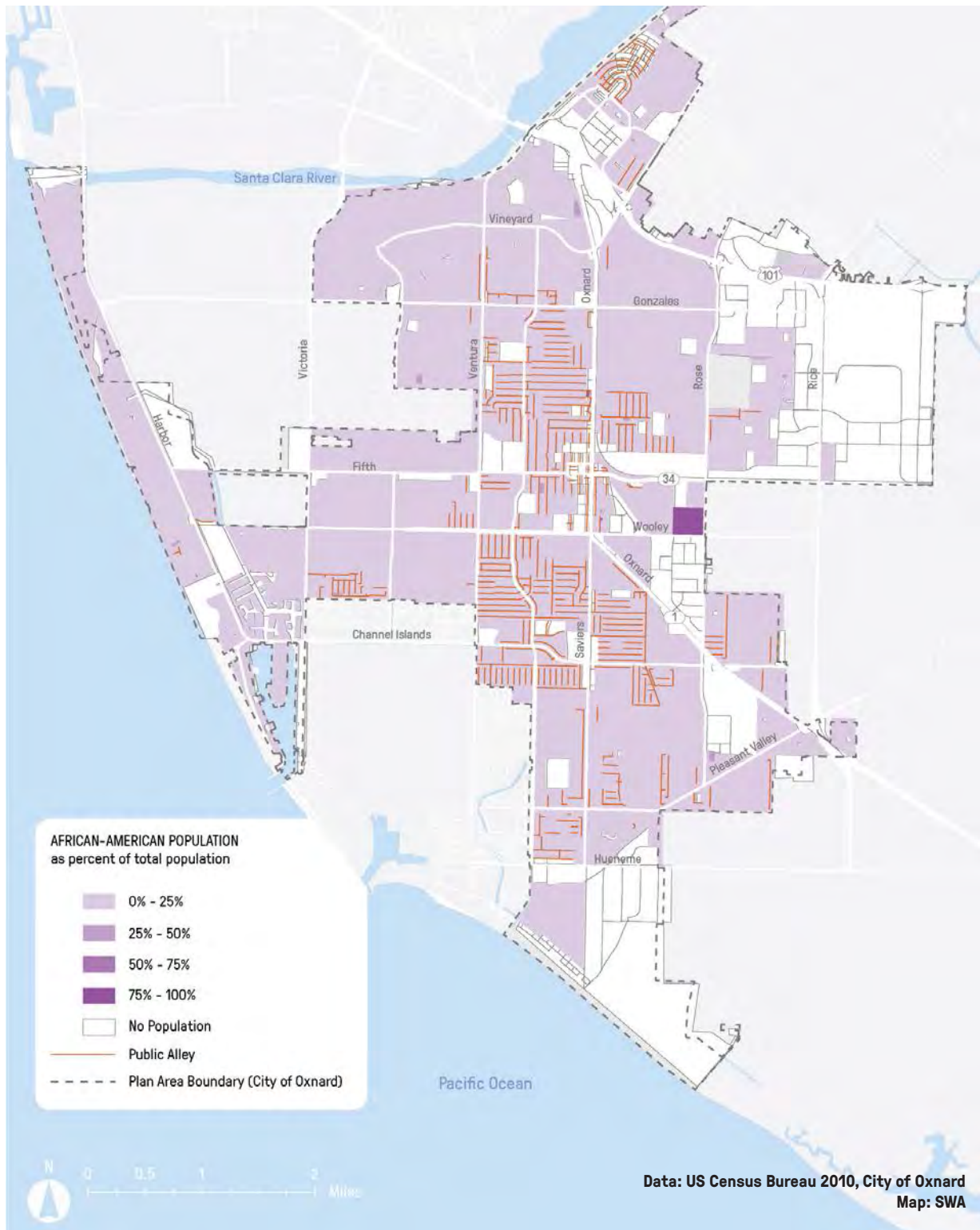


Figure 3.13 Oxnard Race & Ethnicity (continued)

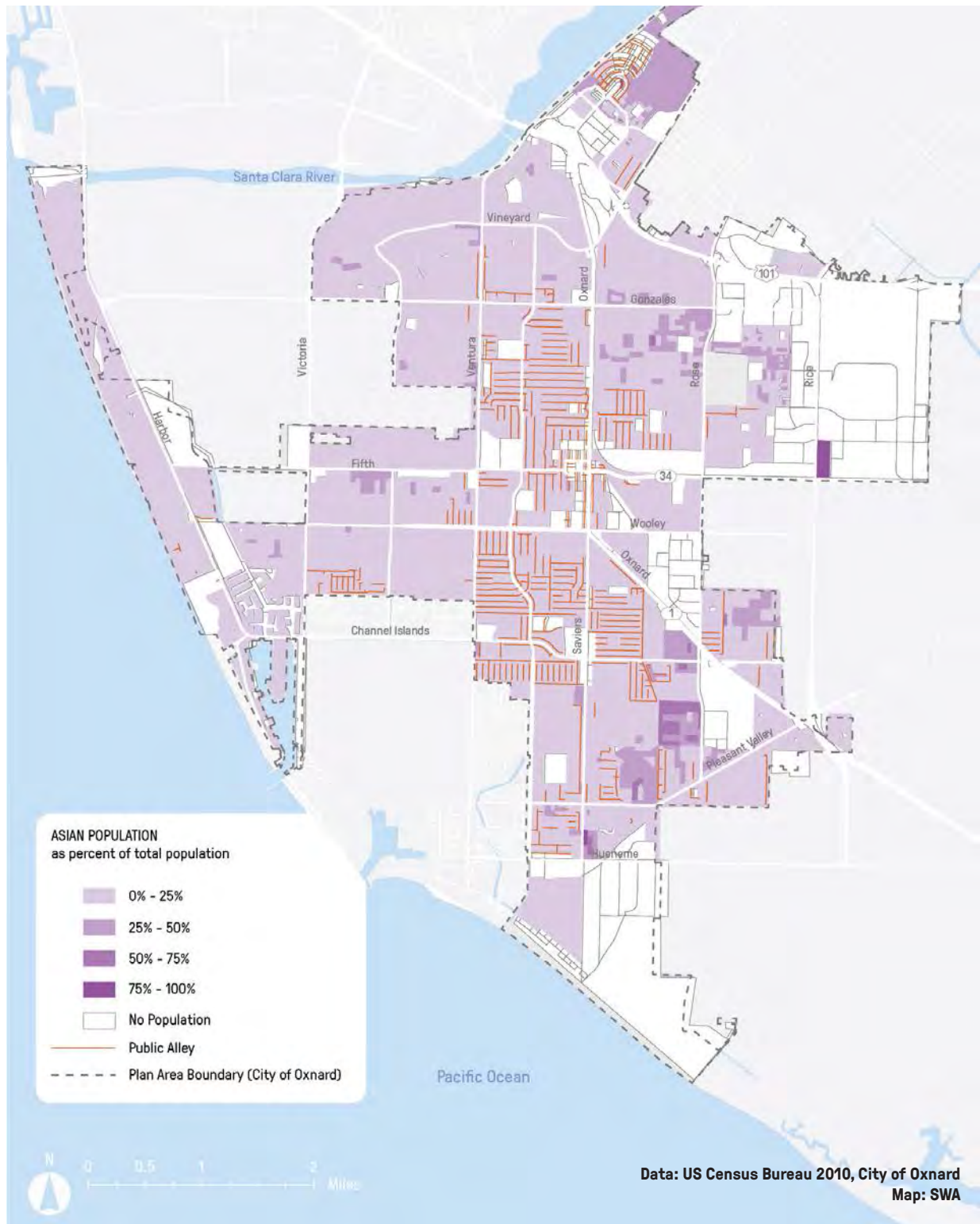


Figure 3.13 Oxnard Race & Ethnicity (continued)

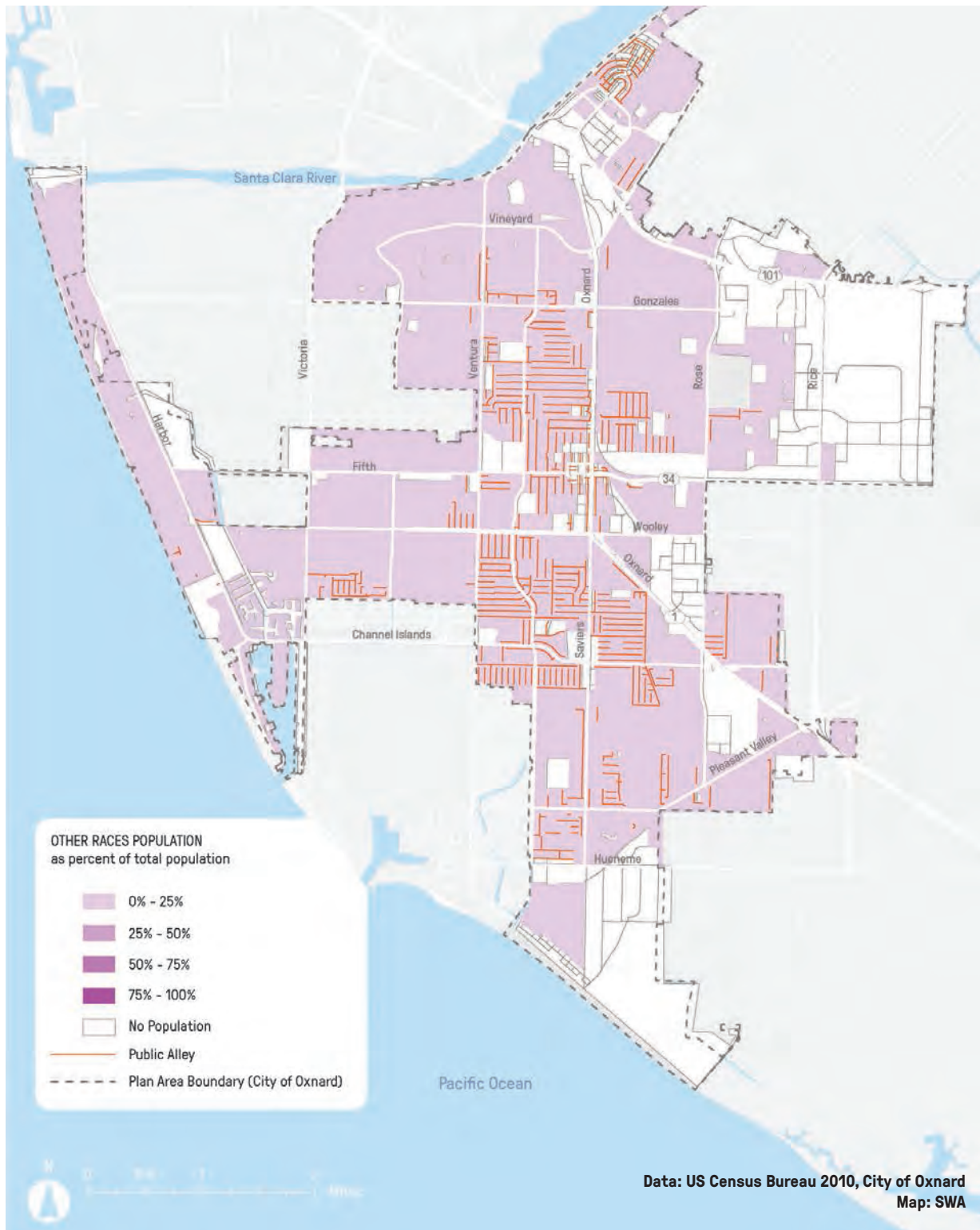


Figure 3.13 Oxnard Race & Ethnicity (continued)

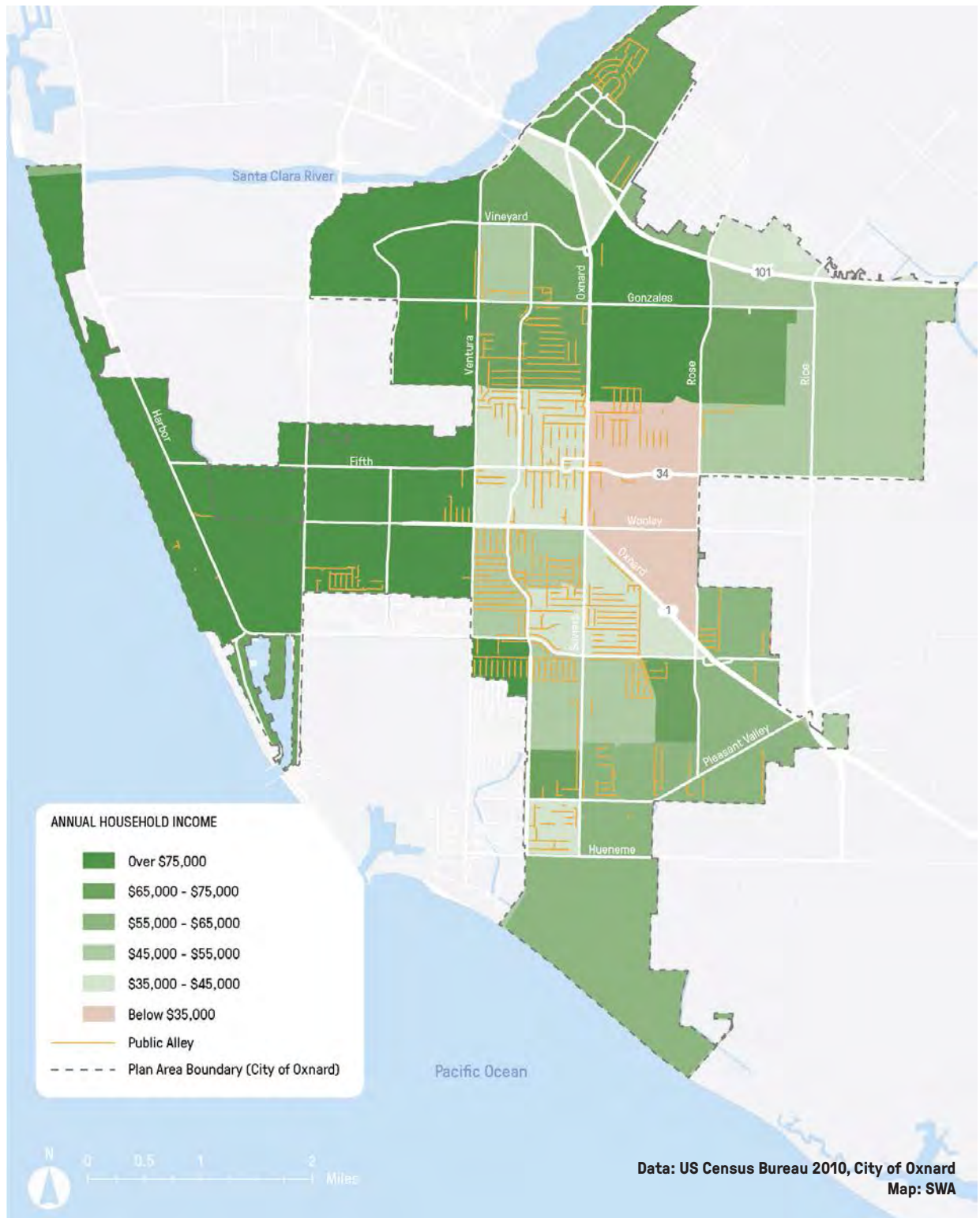


Figure 3.14 Oxnard Income

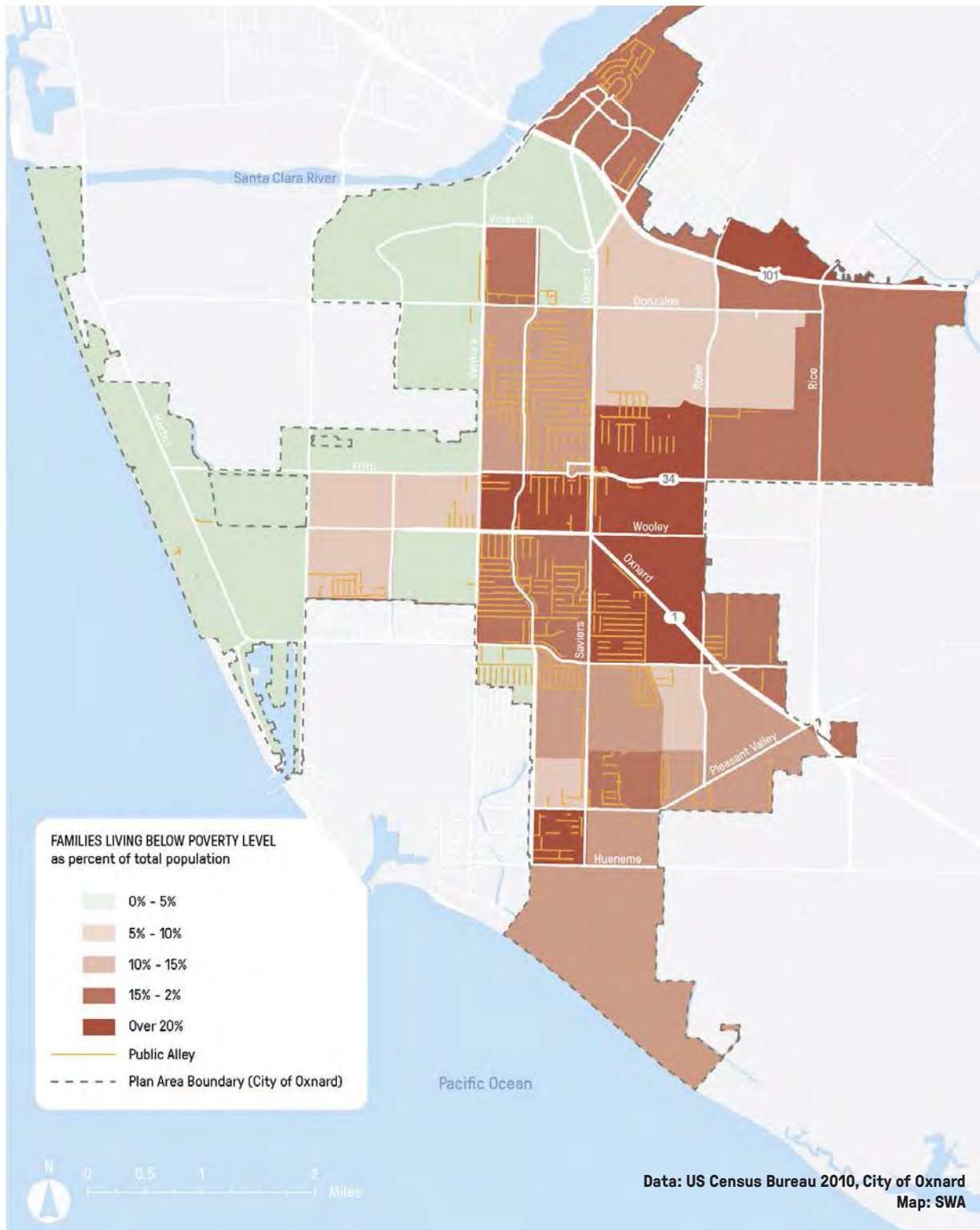


Figure 3.14 Oxnard Poverty

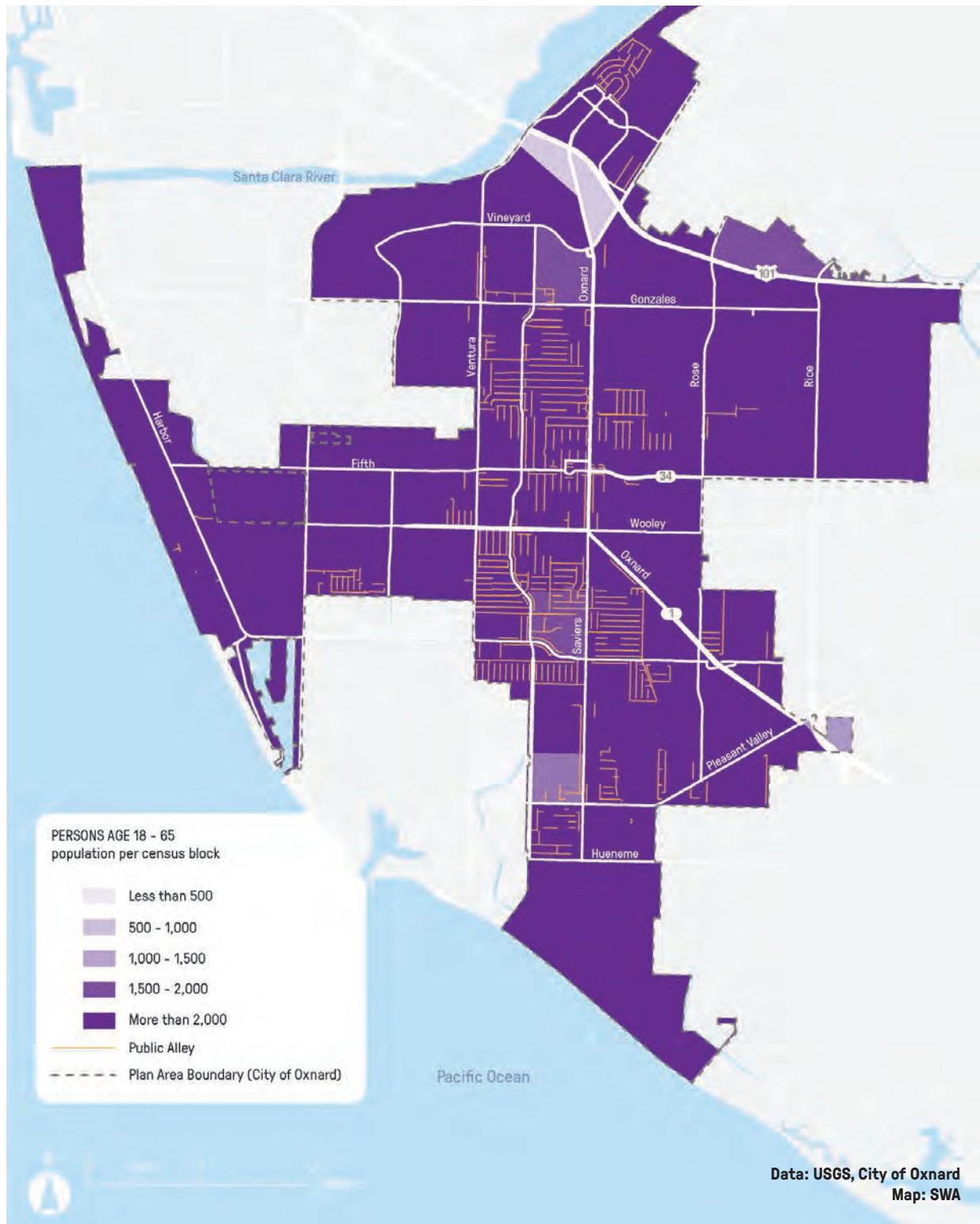


Figure 3.15 Oxnard Population Age

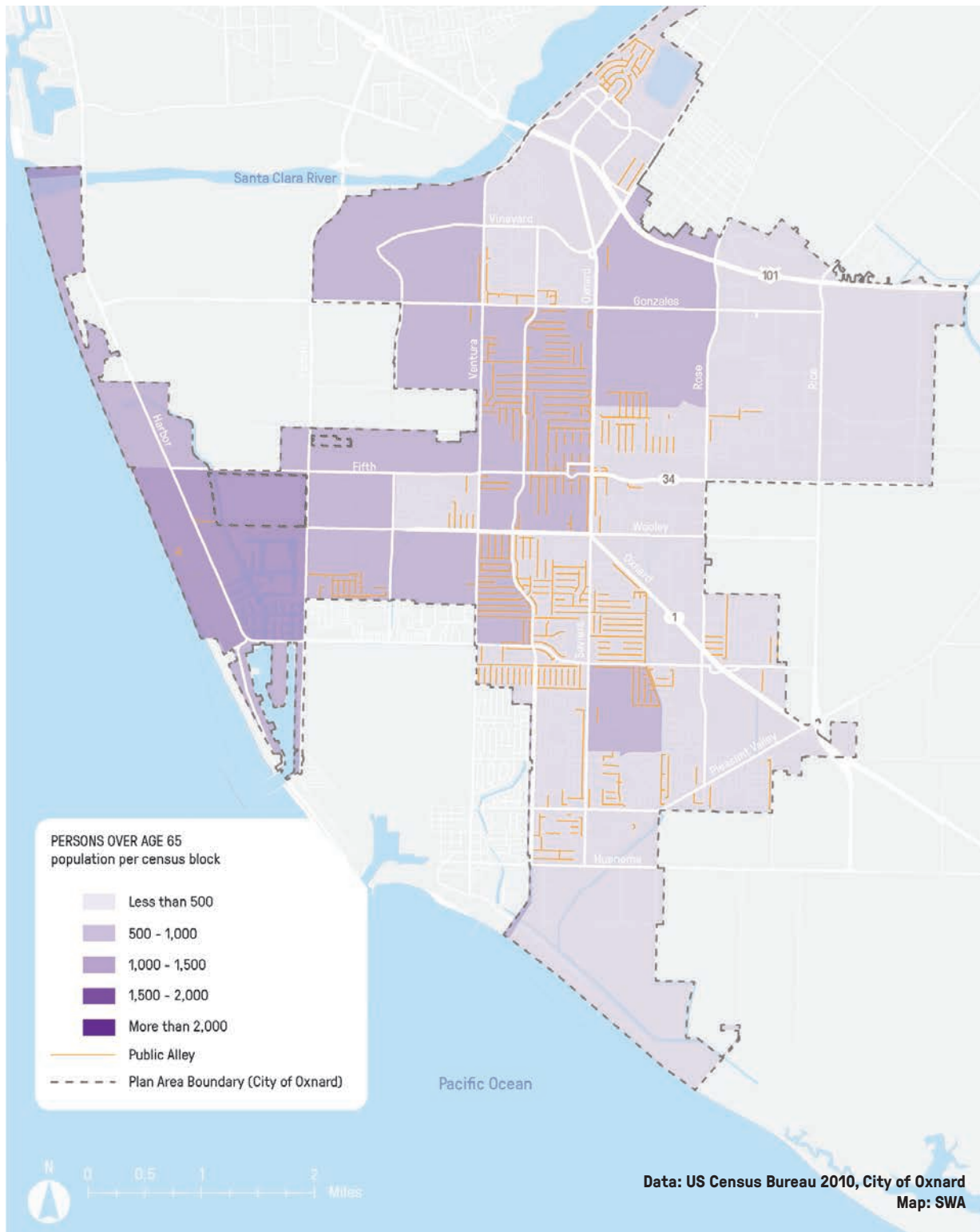


Figure 3.15 Oxnard Population Age

APPENDIX D

Use of Background Data Matrix

INVESTIGATIONS DATA

	HOW DATA IS UTILIZED	Background Understanding	Priority Area Analysis (Neighborhoods)	Priority Site Analysis (Alley Segments)	Green Alley Design Guidelines	Green Alleys Concept Designs	Green Alleys Plan Outreach	Green Alleys Funding Strategy
Existing Plan Documents	☐	☐	☐	☐	☐		☐	
Green Alley Precedents	☐			☐	☐		☐	
Topography	☐				☐			
Seismic Faults	☐							
Climate (and air quality)	☐			☐	☐		☐	
Watersheds	☐			☐			☐	
Aerial Image	☐				☐			
Public Alleys	☐	☐	☐	☐	☐	☐	☐	
Soils	☐			☐	☐			
Groundwater Basins	☐			☐	☐		☐	
Floodplains	☐							
Stormwater System	☐	☐	☐	☐	☐		☐	
Street Trees	☐	☐	☐	☐	☐		☐	
Neighborhoods & Communities	☐	☐	☐			☐	☐	
Population Density	☐	☐	☐	☐			☐	
Race & Ethnicity	☐					☐		
Household Income	☐						☐	
Families below Poverty	☐						☐	
Age Demographics	☐			☐	☐	☐	☐	
Childhood Obesity	☐			☐	☐		☐	
Gang Injunctions	☐			☐	☐			
Police Districts	☐					☐		
Crime Hotspots	☐	☐	☐	☐	☐		☐	
Illegal Dumping	☐			☐	☐			
Land Use	☐	☐	☐	☐	☐		☐	
Vacant Lots	☐			☐	☐		☐	
Community Destinations	☐	☐	☐	☐	☐	☐	☐	
Bike & Ped Master Plan Priority Areas	☐	☐	☐	☐	☐		☐	
Bicycle Facilities (Existing & Proposed)	☐	☐	☐	☐	☐		☐	
Bike & Ped Master Plan Projects	☐		☐	☐	☐		☐	
Public Transportation	☐	☐	☐	☐	☐		☐	
Traffic Volume & Signals	☐			☐	☐			
Alley Width	☐	☐	☐	☐	☐		☐	
Alley Paving Material	☐	☐	☐	☐	☐		☐	
Alley Utility Poles	☐			☐	☐			
Garbage Collection Routes	☐			☐	☐			
Alley Garage Access	☐		☐	☐	☐			
Paving Condition Index (PCI)	☐		☐	☐	☐			
Alley Field Surveys	☐	☐	☐	☐	☐		☐	

APPENDIX E

GIS Prioritization Analysis & Results

Figures E.01, E.02, E.03, and E.04, identify the data sets that were included in each of the four GIS prioritization analysis models. The percentage indicates the weight of each data set within the model; data that has a more significant impact toward reaching the model's associated objective(s) was given higher priority, which is reflected by a higher percentage.

The models assigned a score from 0-10 to each alley segment, with higher scores indicating the alley's conditions have a higher potential for meeting the green alley objectives. Figure E.05 lists the average alley score for each of Oxnard's neighborhoods that contain public alleys.

Figure E.06 lists the scores assigned to each alley in each of the four GIS analysis models; the two highest scores for each alley are indicated with bold type. The ID number for each alley refers to that used in the City's alley database. Before

designing a green alley project, the GIS analysis results should be field-verified and input from the community should be solicited.

The cost estimates provided in the chart were calculated using the GIS database to determine the alley's square footage, which was then multiplied by the cost per square foot amounts provided in the "in-house" cost estimates (Appendix G). "City Standard" is the typical method of alley resurfacing; the "Green Alley Base" represents the base level of improvements for a green alley project. The final cost of a green alley project will be higher, and is dependent upon the typology design elements integrated in the final design.

Figure E.07 is a summary of the total length of alleys for each analysis model/design typology, based on which model the alley received its highest score in.



DATA CATEGORY	EXPLANATION	% WEIGHT
Bicycle & Pedestrian Demand Model	Prior analysis completed for the Bike & Pedestrian Master Plan identifies areas in Oxnard that are in most need of bicycling & walking improvements. The model includes major biking & walking destinations (attractors), population density (generators), and safety conditions (detractors). Areas that are prioritized for bike and pedestrian improvements could be served by improvements provided by green alleys.	35%
Locations of Community Destinations (parks, schools, community centers, grocery stores, libraries, places of worship)	Alleys that provide direct connections to destinations that people regularly walk or bike to will provide the best pedestrian & bike connections.	15%
Bicycle Network (existing & proposed)	Alleys that connect to existing or proposed designated bikeways (routes, lanes, paths) will provide the best bike connections.	15%
Bus Stops & Rail Station	Alleys that connect to transit stops will provide the best pedestrian and bike connections to the public transportation system.	15%
Alley Width	Wider alleys provide more space for amenities, and could most benefit from traffic calming.	10%
Tree Coverage	Neighborhoods that lack tree canopy coverage could most benefit from improvements for pedestrian & bicyclist comfort.	10%

Figure E.01 Connections GIS Analysis Model Composition



DATA CATEGORY	EXPLANATION	% WEIGHT
Park Area	Neighborhoods with less park acreage to serve the population could benefit most from additional outdoor community space.	30%
Population Density	Green alleys in areas with higher densities of people will provide benefits to more people.	30%
Alley Width	Wider alleys provide more space for amenities, and could most benefit from traffic calming.	20%
Tree Coverage	Neighborhoods that lack tree canopy coverage could most benefit from improved outdoor community spaces.	20%

Figure E.02 Community Space GIS Analysis Model Composition



DATA CATEGORY	EXPLANATION	% WEIGHT
Commercial / Retail Land Use	Improvements to alleys located in commercial and retail areas could best support the business community.	60%
Bicycle & Pedestrian Demand Model	Areas that are prioritized for bike and pedestrian improvements could be served by improvements provided by green alleys.	20%
Alley Width	Wider alleys provide more space for amenities, and could benefit most from traffic calming.	20%

Figure E.03 Commerce GIS Analysis Model Composition



DATA CATEGORY	EXPLANATION	% WEIGHT
Impermeable Cover	Areas of greater impermeability have higher volumes of stormwater run-off, and contribute more to the urban heat island effect; green alleys can help mitigate these factors.	40%
Tree Coverage	Neighborhoods that lack tree canopy coverage could most benefit from green alley stormwater & urban heat island mitigation.	20%
Alley Area	Alleys with greater areas (length*width) have more space for mitigation measures, and potentially make the greatest impact.	40%
Existing Stormdrain Network	In areas where infiltration is not feasible, alleys that treat stormwater run-off will need to connect to the existing stormdrain network.	★

* Alleys that are not located where they could connect to the existing stormdrain network will be eliminated from consideration for stormwater treatment approaches require the connection.

Figure E.04 Environmental Impact GIS Analysis Model Composition

Alley Neighborhood	Total L.F. of Alleys	# of Alleys	Community Space Score	Connections Score	Commerce Score	Environmental Impact Score
BARTOLO SQUARE NORTH	19,523	26	5.5	6.1	3.2	7.6
BARTOLO SQUARE SOUTH	11,222	9	6.7	6.8	3.2	9.0
BLACKSTOCK NORTH	11,215	18	5.2	5.1	2.7	7.2
BLACKSTOCK SOUTH	1,452	5	6.1	5.9	3.1	6.4
BRYCE CANYON NORTH	13,164	17	7.7	6.0	4.3	7.8
BRYCE CANYON SOUTH	1,791	2	6.8	6.8	8.8	7.3
CABRILLO	701	1	7.5	3.6	2.4	7.0
CAL - GISLER	30,577	38	5.9	5.7	4.4	7.8
CARRIAGE SQUARE	27,656	39	6.1	5.5	3.8	7.7
COLLEGE ESTATES	3,399	7	5.4	5.0	2.3	6.5
CYPRESS	299	1	7.0	5.5	2.8	5.6
DIAMOND BAR	980	1	5.9	3.9	2.6	7.9
DOWNTOWN DISTRICT	10,047	25	4.7	4.7	8.3	7.0
EL RIO WEST	3,193	11	6.9	4.1	3.7	5.2
FIVE POINTS NORTHEAST	4,189	10	5.3	4.0	6.9	7.1
FREMONT NORTH	10,191	14	5.8	6.5	6.0	7.5
FREMONT SOUTH	10,336	21	5.2	5.8	3.2	6.1
HOBSON PARK EAST	9,253	21	5.3	6.8	5.5	6.3
HOBSON PARK WEST	3,159	7	6.0	6.8	4.4	7.2
KAMALA PARK	36,438	64	6.0	6.2	3.5	7.0
LA COLONIA	19,996	46	5.8	6.3	4.9	6.6
LEMONWOOD EASTMONT	9,008	10	5.4	5.9	3.4	7.7
MARINA WEST	386	1	5.2	3.6	2.4	6.4
ORCHARD	2,410	3	6.3	5.4	3.0	7.3
OXNARD DUNES	954	1	5.0	4.9	2.6	6.3
OXNARD SHORES	1,055	5	5.5	4.5	2.6	4.7
PLEASANT VALLEY ESTATES	6,827	13	6.5	6.3	3.8	7.2
PLEASANT VALLEY VILLAGE	4,180	7	7.0	5.7	5.1	6.8
REDWOOD	16,428	18	7.6	5.3	2.6	8.5
RIO LINDO	1,093	2	7.1	4.6	8.4	7.8
RIVERPARK	16,953	60	5.6	2.5	1.8	4.1
ROSE PARK	3,948	4	7.1	4.7	3.8	8.2
SEA AIR	5,187	8	5.2	6.0	4.1	6.5
SIERRA LINDA	5,524	8	7.6	6.3	4.2	7.5
SOUTHWINDS	10,350	20	8.3	6.9	5.1	6.7
TERRACE ESTATES	5,866	8	5.3	4.8	2.6	6.8
TIERRA VISTA	3,481	3	5.0	3.0	1.6	8.4
VIA MARINA	12,673	23	5.7	5.8	3.4	6.7
VILLA CAPRI	977	2	4.1	4.5	7.6	7.4
WEST VILLAGE	1,865	7	5.6	4.5	3.3	4.9
WILSON	27,244	57	4.9	5.5	5.2	6.4
WINDSOR NORTH RIVER RIDGE	2,345	5	7.6	4.3	3.9	5.3

Figure E.05 GIS Analysis Model Scores: Neighborhood Averages

Alleys				Analysis Models				Cost Estimate		Analysis Model
ID	Neighborhood	Length ft.	Width ft.	Community Space	Connections	Commerce	Environmental Impact	City Standard	Green Alley Base	Highest Scoring
350	BARTOLO SQUARE NORTH	313	20	5.20	5.8	3.2	8.4	\$61,608	\$284,584	Environmental Impact
351	BARTOLO SQUARE NORTH	1,420	20	5.20	5.8	3.2	8.8	\$279,773	\$1,292,354	Environmental Impact
352	BARTOLO SQUARE NORTH	1,205	20	5.20	5.8	3.2	8.8	\$237,410	\$1,096,665	Environmental Impact
353	BARTOLO SQUARE NORTH	285	20	4.90	4.7	3.0	8.4	\$56,146	\$259,355	Environmental Impact
354	BARTOLO SQUARE NORTH	1,193	20	5.50	5.8	3.8	8.8	\$235,017	\$1,085,612	Environmental Impact
355	BARTOLO SQUARE NORTH	1,193	20	5.20	5.8	3.2	8.8	\$235,047	\$1,085,748	Environmental Impact
356	BARTOLO SQUARE NORTH	1,193	20	5.20	6.3	3.4	8.8	\$235,017	\$1,085,613	Environmental Impact
357	BARTOLO SQUARE NORTH	1,193	20	5.50	6.4	3.4	8.8	\$235,018	\$1,085,614	Environmental Impact
358	BARTOLO SQUARE NORTH	1,193	20	5.20	6.6	4.0	8.8	\$234,999	\$1,085,528	Environmental Impact
369	BARTOLO SQUARE NORTH	203	20	5.50	6.5	3.2	6.0	\$39,966	\$184,614	Connections
375	BARTOLO SQUARE NORTH	786	20	4.90	5.3	3.0	8.0	\$154,769	\$714,922	Environmental Impact
376	BARTOLO SQUARE NORTH	785	20	5.80	5.2	3.0	8.0	\$154,675	\$714,489	Environmental Impact
377	BARTOLO SQUARE NORTH	950	20	6.40	5.8	3.2	8.4	\$187,231	\$864,875	Environmental Impact
378	BARTOLO SQUARE NORTH	949	20	6.10	5.5	3.0	8.4	\$187,015	\$863,878	Environmental Impact
384	BARTOLO SQUARE NORTH	785	20	6.40	4.8	3.0	8.0	\$154,581	\$714,052	Environmental Impact
413	BARTOLO SQUARE NORTH	1,675	20	4.60	6.3	3.2	9.2	\$329,956	\$1,524,161	Environmental Impact
416	BARTOLO SQUARE NORTH	1,095	20	4.60	6.5	3.2	8.4	\$215,742	\$996,572	Connections
434	BARTOLO SQUARE NORTH	332	20	6.40	7.4	3.2	6.4	\$65,386	\$302,037	Connections
548	BARTOLO SQUARE NORTH	560	20	6.10	6.9	3.2	7.8	\$110,326	\$509,627	Environmental Impact
663	BARTOLO SQUARE NORTH	142	20	5.50	6.4	3.2	8.0	\$27,891	\$128,835	Connections
664	BARTOLO SQUARE NORTH	217	20	5.20	5.8	3.2	8.0	\$42,758	\$197,510	Environmental Impact
665	BARTOLO SQUARE NORTH	218	20	5.20	5.8	3.2	8.0	\$43,003	\$198,644	Environmental Impact
666	BARTOLO SQUARE NORTH	313	20	5.20	5.8	3.2	8.4	\$61,607	\$284,579	Environmental Impact
667	BARTOLO SQUARE NORTH	317	20	5.20	5.8	3.2	8.4	\$62,444	\$288,447	Environmental Impact
668	BARTOLO SQUARE NORTH	225	20	5.20	5.8	3.2	8.0	\$44,420	\$205,187	Environmental Impact
671	BARTOLO SQUARE NORTH	782	20	6.40	5.8	3.2	8.0	\$154,144	\$712,035	Environmental Impact
380	BARTOLO SQUARE SOUTH	2,605	20	6.40	7.4	3.2	10.0	\$513,225	\$2,370,733	Environmental Impact
387	BARTOLO SQUARE SOUTH	1,190	20	7.30	6.8	3.2	9.2	\$234,358	\$1,082,569	Environmental Impact
388	BARTOLO SQUARE SOUTH	1,190	20	7.80	7.1	3.2	9.2	\$234,450	\$1,082,995	Environmental Impact
390	BARTOLO SQUARE SOUTH	934	20	7.30	7.0	3.2	8.8	\$183,962	\$849,776	Environmental Impact
414	BARTOLO SQUARE SOUTH	1,250	20	6.70	5.6	3.0	9.2	\$246,174	\$1,137,150	Environmental Impact
417	BARTOLO SQUARE SOUTH	1,359	20	6.40	7.3	3.2	9.2	\$267,647	\$1,236,337	Environmental Impact
420	BARTOLO SQUARE SOUTH	995	20	6.40	6.1	3.0	8.8	\$196,075	\$905,726	Environmental Impact
532	BARTOLO SQUARE SOUTH	454	20	6.10	7.3	3.4	7.8	\$89,380	\$412,870	Environmental Impact
669	BARTOLO SQUARE SOUTH	1,246	20	6.40	6.4	3.2	9.2	\$245,408	\$1,133,613	Environmental Impact
133	BLACKSTOCK NORTH	666	20	5.50	4.4	2.4	7.8	\$131,127	\$605,713	Environmental Impact
134	BLACKSTOCK NORTH	1,099	20	5.50	5.0	2.4	8.4	\$216,525	\$1,000,192	Environmental Impact
135	BLACKSTOCK NORTH	818	20	4.60	5.1	2.4	8.0	\$161,217	\$744,706	Environmental Impact
136	BLACKSTOCK NORTH	342	20	5.50	5.3	2.6	6.4	\$67,336	\$311,043	Environmental Impact
150	BLACKSTOCK NORTH	1,121	20	5.20	4.4	2.4	8.8	\$220,915	\$1,020,470	Environmental Impact
151	BLACKSTOCK NORTH	140	20	5.20	5.0	2.4	8.0	\$27,653	\$127,736	Environmental Impact
155	BLACKSTOCK NORTH	2,034	20	5.50	5.9	3.0	9.2	\$400,678	\$1,850,845	Environmental Impact
156	BLACKSTOCK NORTH	183	20	4.60	5.6	3.0	8.0	\$36,018	\$166,377	Environmental Impact
157	BLACKSTOCK NORTH	295	20	5.20	5.8	2.4	6.4	\$58,208	\$268,882	Environmental Impact
158	BLACKSTOCK NORTH	182	20	5.50	5.0	2.4	8.0	\$35,909	\$165,875	Environmental Impact
159	BLACKSTOCK NORTH	301	20	5.20	4.5	2.4	6.4	\$59,380	\$274,293	Environmental Impact
205	BLACKSTOCK NORTH	1,214	20	4.90	5.9	5.6	8.8	\$239,076	\$1,104,362	Environmental Impact
212	BLACKSTOCK NORTH	427	20	4.90	3.8	2.4	8.8	\$84,146	\$388,696	Environmental Impact
549	BLACKSTOCK NORTH	150	20	5.50	5.9	2.6	8.0	\$29,550	\$136,500	Environmental Impact
585	BLACKSTOCK NORTH	803	20	4.60	5.9	2.4	8.0	\$158,148	\$730,530	Environmental Impact
586	BLACKSTOCK NORTH	282	20	4.60	5.9	2.4	6.4	\$55,562	\$256,659	Environmental Impact
587	BLACKSTOCK NORTH	666	20	5.50	5.0	2.4	7.8	\$131,148	\$605,810	Environmental Impact
588	BLACKSTOCK NORTH	492	20	5.50	4.4	2.4	7.2	\$96,838	\$447,324	Environmental Impact
179	BLACKSTOCK SOUTH	192	20	6.50	6.8	3.0	5.9	\$37,749	\$174,375	Connections
180	BLACKSTOCK SOUTH	404	20	6.50	5.5	3.0	6.7	\$79,653	\$367,942	Environmental Impact
181	BLACKSTOCK SOUTH	11	20	6.50	5.3	3.0	5.9	\$2,161	\$9,983	Community Space
207	BLACKSTOCK SOUTH	174	20	4.50	5.2	3.0	5.8	\$34,362	\$158,730	Environmental Impact
278	BLACKSTOCK SOUTH	671	18	6.30	6.8	3.4	7.8	\$118,890	\$549,189	Environmental Impact
2	BRYCE CANYON NORTH	546	20	6.80	6.2	6.8	7.1	\$107,613	\$497,097	Commerce
139	BRYCE CANYON NORTH	1,361	20	7.30	5.9	2.6	8.8	\$268,139	\$1,238,610	Environmental Impact
140	BRYCE CANYON NORTH	1,360	20	7.80	6.4	2.6	8.8	\$267,878	\$1,237,407	Environmental Impact
141	BRYCE CANYON NORTH	392	20	7.00	5.7	6.8	6.8	\$77,283	\$356,995	Commerce
392	BRYCE CANYON NORTH	771	20	7.80	5.9	2.6	8.0	\$151,972	\$702,003	Environmental Impact
393	BRYCE CANYON NORTH	773	20	7.80	5.9	2.6	8.0	\$152,211	\$703,107	Environmental Impact
394	BRYCE CANYON NORTH	773	20	7.80	5.6	2.6	8.0	\$152,263	\$703,346	Environmental Impact
395	BRYCE CANYON NORTH	772	20	7.80	5.3	2.6	8.0	\$152,102	\$702,603	Environmental Impact
396	BRYCE CANYON NORTH	772	20	7.80	5.3	2.6	8.0	\$152,050	\$702,364	Environmental Impact
397	BRYCE CANYON NORTH	136	20	7.80	5.7	3.4	8.0	\$26,795	\$123,775	Community Space
398	BRYCE CANYON NORTH	555	20	7.80	6.4	3.2	7.8	\$109,414	\$505,414	Community Space
399	BRYCE CANYON NORTH	556	20	7.70	6.4	3.2	7.5	\$109,459	\$505,623	Community Space
405	BRYCE CANYON NORTH	389	20	7.80	6.4	6.8	6.8	\$76,538	\$353,552	Commerce
415	BRYCE CANYON NORTH	1,193	20	7.60	5.9	6.8	8.8	\$235,107	\$1,086,029	Environmental Impact
422	BRYCE CANYON NORTH	1,270	21	8.00	8.0	4.4	8.7	\$262,740	\$1,213,670	Community Space
437	BRYCE CANYON NORTH	772	20	7.80	5.6	2.6	8.0	\$151,987	\$702,071	Environmental Impact
438	BRYCE CANYON NORTH	773	20	7.80	5.8	2.6	8.0	\$152,193	\$703,023	Environmental Impact

Figure E.06 GIS Analysis Model Scores: All Public Alleys

Alleys				Analysis Models				Cost Estimate		Analysis Model
ID	Neighborhood	Length ft.	Width ft.	Community Space	Connections	Commerce	Environmental Impact	City Standard	Green Alley Base	Highest Scoring
3	BRYCE CANYON SOUTH	290	20	6.80	6.2	8.8	7.1	\$57,170	\$264,086	Commerce
142	BRYCE CANYON SOUTH	1,501	20	6.80	7.4	8.8	8.7	\$295,741	\$1,366,112	Commerce
116	CARRILLO	701	20	7.50	3.6	2.4	7.0	\$138,058	\$637,732	Community Space
4	CAL-GISLER	559	20	4.90	5.0	3.2	7.8	\$110,187	\$508,987	Environmental Impact
5	CAL-GISLER	574	20	4.90	5.2	3.2	7.8	\$113,044	\$522,183	Environmental Impact
6	CAL-GISLER	819	20	7.00	6.3	8.8	8.0	\$161,315	\$745,159	Commerce
9	CAL-GISLER	613	20	7.70	5.6	8.8	7.5	\$120,810	\$558,057	Commerce
10	CAL-GISLER	535	20	7.00	5.4	3.4	7.2	\$105,297	\$486,397	Environmental Impact
11	CAL-GISLER	1,257	20	7.90	6.3	8.8	8.8	\$247,557	\$1,143,537	Commerce
12	CAL-GISLER	819	20	7.30	6.1	3.4	8.0	\$161,280	\$744,997	Environmental Impact
13	CAL-GISLER	180	20	7.80	5.7	5.8	5.5	\$35,524	\$164,098	Community Space
153	CAL-GISLER	1,058	20	5.50	5.9	3.2	8.4	\$208,520	\$963,214	Environmental Impact
154	CAL-GISLER	1,143	20	5.50	5.8	3.2	8.8	\$225,189	\$1,040,215	Environmental Impact
160	CAL-GISLER	1,291	20	5.10	6.1	3.2	8.8	\$254,306	\$1,174,712	Environmental Impact
173	CAL-GISLER	371	20	7.00	6.5	8.8	6.8	\$72,996	\$337,188	Commerce
204	CAL-GISLER	1,152	20	5.20	5.8	3.2	8.8	\$226,973	\$1,048,454	Environmental Impact
230	CAL-GISLER	192	20	5.90	6.8	8.8	5.9	\$37,824	\$174,720	Commerce
480	CAL-GISLER	955	20	5.20	6.1	2.8	8.4	\$188,176	\$869,237	Environmental Impact
481	CAL-GISLER	901	20	5.20	5.5	2.6	8.4	\$177,425	\$819,578	Environmental Impact
482	CAL-GISLER	1,230	20	5.20	5.5	3.2	8.8	\$242,276	\$1,119,143	Environmental Impact
483	CAL-GISLER	956	20	5.20	6.1	2.8	8.4	\$188,310	\$869,857	Environmental Impact
484	CAL-GISLER	900	20	5.50	5.5	2.6	8.4	\$177,311	\$819,052	Environmental Impact
485	CAL-GISLER	899	20	5.50	5.8	2.6	8.4	\$177,196	\$818,522	Environmental Impact
486	CAL-GISLER	900	20	5.50	5.5	2.6	8.4	\$177,343	\$819,197	Environmental Impact
492	CAL-GISLER	1,489	20	7.90	6.1	3.4	8.8	\$293,352	\$1,355,079	Environmental Impact
493	CAL-GISLER	1,340	20	7.80	6.1	3.4	8.8	\$263,965	\$1,219,332	Environmental Impact
494	CAL-GISLER	956	20	4.90	5.1	5.8	8.1	\$188,348	\$870,033	Environmental Impact
495	CAL-GISLER	152	20	5.10	5.9	3.2	5.8	\$29,870	\$137,979	Environmental Impact
496	CAL-GISLER	564	20	5.30	5.5	8.8	7.5	\$111,071	\$513,070	Commerce
497	CAL-GISLER	298	20	5.50	5.5	3.2	6.4	\$58,716	\$271,225	Environmental Impact
498	CAL-GISLER	302	20	5.30	5.2	5.8	6.3	\$59,515	\$274,918	Environmental Impact
499	CAL-GISLER	1,040	20	5.30	5.5	2.6	8.3	\$204,879	\$946,396	Environmental Impact
500	CAL-GISLER	1,095	20	5.10	5.0	2.6	8.2	\$215,755	\$996,633	Environmental Impact
501	CAL-GISLER	953	20	4.90	6.0	2.8	8.4	\$187,712	\$867,096	Environmental Impact
502	CAL-GISLER	900	20	5.50	5.5	2.6	8.4	\$177,320	\$819,094	Environmental Impact
503	CAL-GISLER	1,226	20	5.20	6.0	3.4	8.8	\$241,517	\$1,115,636	Environmental Impact
523	CAL-GISLER	421	20	5.50	5.9	8.8	8.8	\$83,001	\$383,407	Commerce
590	CAL-GISLER	910	20	5.20	5.8	3.2	8.4	\$179,204	\$827,797	Environmental Impact
591	CAL-GISLER	1,041	20	5.20	5.5	2.6	8.4	\$205,071	\$947,282	Environmental Impact
595	CAL-GISLER	178	20	7.80	6.7	2.8	6.0	\$35,097	\$162,124	Community Space
596	CAL-GISLER	409	20	7.70	5.6	8.8	6.7	\$80,504	\$371,872	Commerce
82	CARRIAGE SQUARE	1,155	23	6.70	4.1	5.4	8.8	\$261,737	\$1,209,038	Environmental Impact
83	CARRIAGE SQUARE	758	20	6.50	5.0	8.2	7.9	\$149,312	\$689,716	Commerce
117	CARRIAGE SQUARE	936	25	5.70	4.4	2.4	8.7	\$230,547	\$1,064,963	Environmental Impact
118	CARRIAGE SQUARE	719	20	6.70	3.6	8.0	8.0	\$141,606	\$654,120	Commerce
119	CARRIAGE SQUARE	251	20	6.70	3.6	8.0	6.4	\$49,363	\$228,023	Commerce
251	CARRIAGE SQUARE	761	20	6.70	5.1	8.2	8.0	\$149,833	\$692,121	Commerce
252	CARRIAGE SQUARE	630	20	5.50	5.0	2.6	7.8	\$124,179	\$573,620	Environmental Impact
253	CARRIAGE SQUARE	1,220	20	5.80	5.5	2.6	8.8	\$240,282	\$1,109,933	Environmental Impact
254	CARRIAGE SQUARE	1,222	21	6.50	5.7	3.0	8.8	\$252,712	\$1,167,351	Environmental Impact
255	CARRIAGE SQUARE	936	20	6.50	4.8	2.6	8.3	\$184,309	\$851,376	Environmental Impact
256	CARRIAGE SQUARE	936	20	6.80	4.9	2.6	8.3	\$184,338	\$851,511	Environmental Impact
288	CARRIAGE SQUARE	325	20	7.80	7.7	3.0	6.4	\$63,947	\$295,391	Connections
289	CARRIAGE SQUARE	727	20	7.80	5.9	3.0	8.0	\$143,126	\$661,143	Environmental Impact
290	CARRIAGE SQUARE	325	20	7.80	7.2	3.0	6.4	\$63,941	\$295,363	Community Space
291	CARRIAGE SQUARE	587	20	5.50	6.0	3.0	7.8	\$115,707	\$534,482	Environmental Impact
292	CARRIAGE SQUARE	630	20	5.20	5.3	2.6	7.8	\$124,047	\$573,010	Environmental Impact
293	CARRIAGE SQUARE	761	20	6.10	4.9	8.2	8.0	\$149,882	\$692,350	Commerce
294	CARRIAGE SQUARE	629	20	5.50	4.8	2.6	7.8	\$123,847	\$572,087	Environmental Impact
306	CARRIAGE SQUARE	326	20	5.80	7.1	3.0	6.4	\$64,254	\$296,808	Connections
307	CARRIAGE SQUARE	589	20	5.80	5.7	3.0	7.8	\$116,058	\$536,104	Environmental Impact
308	CARRIAGE SQUARE	591	20	5.50	5.7	2.8	7.8	\$116,457	\$537,949	Environmental Impact
309	CARRIAGE SQUARE	328	20	5.80	7.1	3.0	6.4	\$64,614	\$298,471	Connections
311	CARRIAGE SQUARE	371	20	5.50	6.0	3.0	8.8	\$73,091	\$337,631	Environmental Impact
312	CARRIAGE SQUARE	324	20	5.50	7.1	3.0	6.4	\$63,773	\$294,584	Connections
334	CARRIAGE SQUARE	1,220	20	5.50	5.5	2.6	8.8	\$240,315	\$1,110,084	Environmental Impact
335	CARRIAGE SQUARE	1,220	20	5.50	5.5	2.6	8.8	\$240,321	\$1,110,112	Environmental Impact
336	CARRIAGE SQUARE	586	20	5.80	7.1	3.0	7.8	\$115,526	\$533,649	Environmental Impact
337	CARRIAGE SQUARE	1,216	20	5.80	5.5	2.6	8.8	\$239,635	\$1,106,943	Environmental Impact
338	CARRIAGE SQUARE	587	20	5.80	5.7	3.0	7.8	\$115,554	\$533,775	Environmental Impact
339	CARRIAGE SQUARE	589	20	5.50	5.9	2.6	7.8	\$116,128	\$536,428	Environmental Impact
340	CARRIAGE SQUARE	630	20	6.10	5.2	2.6	7.8	\$124,119	\$573,343	Environmental Impact
341	CARRIAGE SQUARE	763	20	5.50	5.1	8.2	8.0	\$150,288	\$694,223	Commerce
472	CARRIAGE SQUARE	232	20	5.80	4.2	8.4	5.9	\$45,757	\$211,366	Commerce
506	CARRIAGE SQUARE	1,174	20	6.80	5.3	3.4	8.8	\$231,210	\$1,068,025	Environmental Impact

Figure E.06 GIS Analysis Model Scores: All Public Alleys (continued)

Alleys				Analysis Models				Cost Estimate		Analysis Model
ID	Neighborhood	Length ft.	Width ft.	Community Space	Connections	Commerce	Environmental Impact	City Standard	Green Alley Base	Highest Scoring
598	CARRIAGE SQUARE	738	20	6.80	4.9	2.6	7.9	\$45,416	\$871,721	Environmental Impact
599	CARRIAGE SQUARE	898	20	6.50	5.9	2.6	6.3	\$176,891	\$817,111	Environmental Impact
602	CARRIAGE SQUARE	590	20	5.50	5.4	2.6	7.0	\$116,202	\$536,773	Environmental Impact
603	CARRIAGE SQUARE	590	20	5.50	5.0	2.6	7.0	\$116,167	\$536,608	Environmental Impact
604	CARRIAGE SQUARE	589	20	6.10	5.8	2.6	7.0	\$116,107	\$536,330	Environmental Impact
161	COLLEGE ESTATES	842	20	6.10	4.5	2.4	7.0	\$165,899	\$766,336	Environmental Impact
170	COLLEGE ESTATES	694	20	5.00	5.1	2.2	7.1	\$136,681	\$631,368	Environmental Impact
171	COLLEGE ESTATES	632	22	5.40	5.3	2.6	7.1	\$136,899	\$632,376	Environmental Impact
203	COLLEGE ESTATES	196	20	5.90	5.5	2.4	6.5	\$38,556	\$178,100	Community Space
478	COLLEGE ESTATES	143	20	4.40	4.9	2.4	6.5	\$28,200	\$130,263	Environmental Impact
479	COLLEGE ESTATES	740	20	4.40	5.0	2.2	7.5	\$145,726	\$673,149	Environmental Impact
589	COLLEGE ESTATES	153	20	5.90	4.4	2.2	6.5	\$30,124	\$139,153	Community Space
172	CYPRESS	299	20	7.00	5.5	2.8	6.0	\$58,918	\$272,158	Community Space
508	DIAMOND BAR	980	20	5.90	3.9	2.6	7.9	\$193,139	\$892,164	Environmental Impact
64	DOWNTOWN MANAGEMENT DISTRICT	482	20	4.90	4.2	6.4	7.3	\$95,049	\$439,059	Commerce
65	DOWNTOWN MANAGEMENT DISTRICT	482	20	4.70	3.8	6.2	7.5	\$95,016	\$438,906	Commerce
66	DOWNTOWN MANAGEMENT DISTRICT	368	24	5.10	4.9	6.6	7.1	\$86,995	\$401,856	Commerce
70	DOWNTOWN MANAGEMENT DISTRICT	426	20	6.30	5.0	6.2	7.0	\$83,993	\$387,988	Commerce
72	DOWNTOWN MANAGEMENT DISTRICT	823	20	4.30	4.8	7.0	6.3	\$162,172	\$749,120	Environmental Impact
112	DOWNTOWN MANAGEMENT DISTRICT	133	20	3.80	6.0	6.6	6.0	\$26,147	\$120,780	Commerce
125	DOWNTOWN MANAGEMENT DISTRICT	382	20	4.30	5.4	6.4	6.9	\$75,249	\$347,599	Commerce
126	DOWNTOWN MANAGEMENT DISTRICT	482	20	5.20	4.3	6.2	7.3	\$94,993	\$438,802	Commerce
127	DOWNTOWN MANAGEMENT DISTRICT	484	20	6.30	4.4	6.2	7.4	\$95,263	\$440,049	Commerce
138	DOWNTOWN MANAGEMENT DISTRICT	382	32	4.90	5.4	6.6	7.7	\$120,389	\$556,111	Commerce
175	DOWNTOWN MANAGEMENT DISTRICT	206	20	3.80	4.6	6.4	6.0	\$40,551	\$187,317	Commerce
177	DOWNTOWN MANAGEMENT DISTRICT	483	32	4.20	5.0	6.6	7.4	\$152,399	\$703,975	Commerce
195	DOWNTOWN MANAGEMENT DISTRICT	382	27	4.40	5.3	6.6	7.3	\$101,623	\$469,425	Commerce
213	DOWNTOWN MANAGEMENT DISTRICT	284	19	3.40	4.0	7.0	6.4	\$53,194	\$245,718	Commerce
460	DOWNTOWN MANAGEMENT DISTRICT	483	20	3.60	4.9	6.2	7.1	\$95,160	\$439,572	Commerce
461	DOWNTOWN MANAGEMENT DISTRICT	484	20	4.10	4.4	6.2	7.2	\$95,289	\$440,166	Commerce
462	DOWNTOWN MANAGEMENT DISTRICT	478	20	4.90	3.9	6.4	7.3	\$94,132	\$434,825	Commerce
467	DOWNTOWN MANAGEMENT DISTRICT	184	20	4.10	5.2	6.4	6.0	\$36,312	\$167,734	Commerce
468	DOWNTOWN MANAGEMENT DISTRICT	284	20	4.60	4.9	6.2	6.5	\$56,043	\$258,880	Commerce
470	DOWNTOWN MANAGEMENT DISTRICT	297	20	4.30	4.7	6.4	6.5	\$58,565	\$270,528	Commerce
471	DOWNTOWN MANAGEMENT DISTRICT	365	20	4.30	4.3	6.2	6.9	\$71,872	\$331,997	Commerce
524	DOWNTOWN MANAGEMENT DISTRICT	474	25	4.20	5.0	6.6	7.0	\$116,811	\$539,582	Commerce
525	DOWNTOWN MANAGEMENT DISTRICT	479	20	6.50	4.8	6.2	7.5	\$94,435	\$436,221	Commerce
533	DOWNTOWN MANAGEMENT DISTRICT	455	20	3.80	4.8	6.2	7.2	\$89,673	\$414,225	Commerce
644	DOWNTOWN MANAGEMENT DISTRICT	262	20	6.30	5.0	6.2	6.0	\$51,601	\$238,360	Commerce
50	EL RIO WEST	102	20	7.10	3.6	2.2	4.7	\$20,182	\$93,225	Community Space
51	EL RIO WEST	103	20	7.10	3.5	2.2	4.7	\$20,341	\$93,959	Community Space
242	EL RIO WEST	126	20	6.90	4.3	2.2	4.8	\$24,748	\$114,316	Community Space
243	EL RIO WEST	103	20	7.10	3.7	2.2	4.7	\$20,208	\$93,348	Community Space
244	EL RIO WEST	102	20	7.40	3.6	2.2	4.7	\$20,055	\$92,638	Community Space
245	EL RIO WEST	125	20	7.20	3.6	2.2	4.8	\$24,714	\$114,160	Community Space
246	EL RIO WEST	478	20	7.10	5.9	2.4	5.9	\$94,094	\$434,648	Community Space
249	EL RIO WEST	473	20	6.80	5.2	6.0	5.9	\$93,180	\$430,426	Commerce
250	EL RIO WEST	661	11	5.50	3.2	6.6	5.0	\$71,592	\$330,706	Commerce
528	EL RIO WEST	460	20	7.40	4.8	2.2	5.9	\$90,627	\$418,630	Community Space
531	EL RIO WEST	460	20	6.80	4.2	6.0	5.9	\$90,666	\$418,811	Commerce
67	FIVE POINTS NORTHEAST	980	20	4.50	3.5	6.0	6.0	\$193,004	\$891,543	Environmental Impact
68	FIVE POINTS NORTHEAST	509	24	6.80	3.1	6.4	6.0	\$120,260	\$555,515	Commerce
71	FIVE POINTS NORTHEAST	341	16	4.30	4.3	7.0	6.7	\$53,674	\$247,936	Commerce
163	FIVE POINTS NORTHEAST	433	20	6.10	3.5	2.0	7.2	\$85,301	\$394,030	Environmental Impact
466	FIVE POINTS NORTHEAST	151	20	4.60	5.3	6.4	6.1	\$29,649	\$136,956	Commerce
469	FIVE POINTS NORTHEAST	194	20	4.30	5.3	6.4	6.1	\$38,152	\$176,236	Commerce
551	FIVE POINTS NORTHEAST	423	20	6.10	4.1	2.0	7.2	\$83,332	\$384,932	Environmental Impact
553	FIVE POINTS NORTHEAST	342	24	6.80	4.2	6.4	7.2	\$80,849	\$373,464	Commerce
645	FIVE POINTS NORTHEAST	337	20	4.50	3.5	6.0	6.0	\$66,408	\$306,756	Commerce
646	FIVE POINTS NORTHEAST	481	20	4.50	3.5	6.0	7.4	\$94,712	\$437,504	Commerce
102	FREMONT NORTH	1,267	20	4.60	6.6	6.0	6.8	\$249,598	\$1,152,965	Commerce
267	FREMONT NORTH	230	20	5.00	6.1	6.0	5.9	\$45,297	\$209,240	Commerce
268	FREMONT NORTH	429	20	5.00	5.9	6.0	6.7	\$84,602	\$390,799	Commerce
285	FREMONT NORTH	425	20	7.00	6.2	3.6	6.0	\$83,713	\$386,693	Community Space
286	FREMONT NORTH	426	20	6.80	6.1	6.0	6.7	\$83,916	\$387,634	Community Space
287	FREMONT NORTH	425	24	6.80	6.4	6.4	7.2	\$100,408	\$463,811	Environmental Impact
295	FREMONT NORTH	662	20	5.90	6.1	6.0	7.5	\$130,494	\$602,790	Environmental Impact
304	FREMONT NORTH	1,288	20	5.20	6.7	3.4	6.0	\$253,690	\$1,171,668	Environmental Impact
305	FREMONT NORTH	1,288	20	6.10	6.7	3.4	6.8	\$253,758	\$1,172,182	Environmental Impact
310	FREMONT NORTH	1,287	20	5.20	6.9	3.4	6.8	\$253,467	\$1,170,837	Environmental Impact
332	FREMONT NORTH	1,286	24	5.60	6.4	3.2	6.2	\$304,021	\$1,404,363	Environmental Impact
509	FREMONT NORTH	658	20	6.80	5.6	3.4	7.5	\$129,615	\$598,729	Environmental Impact
600	FREMONT NORTH	304	20	5.00	5.9	6.0	6.3	\$59,935	\$276,858	Commerce
601	FREMONT NORTH	216	20	5.00	6.1	6.0	5.9	\$42,459	\$196,130	Commerce
103	FREMONT SOUTH	378	20	5.00	6.5	2.8	5.9	\$74,469	\$343,994	Connections

Figure E.06 GIS Analysis Model Scores: All Public Alleys (continued)

Alleys				Analysis Models				Cost Estimate		Analysis Model
ID	Neighborhood	Length ft.	Width ft.	Community Space	Connections	Commerce	Environmental Impact	City Standard	Green Alley Base	Highest Scoring
104	FREMONT SOUTH	699	20	5.20	6.9	3.4	6.8	\$137,689	\$636,025	Connections
105	FREMONT SOUTH	687	20	5.20	6.0	2.8	6.8	\$135,325	\$625,107	Environmental Impact
106	FREMONT SOUTH	216	20	5.20	5.1	2.8	5.2	\$42,554	\$196,571	Community Space
107	FREMONT SOUTH	477	20	5.20	5.1	2.8	6.4	\$93,969	\$434,070	Environmental Impact
109	FREMONT SOUTH	156	20	5.20	4.9	2.6	5.2	\$30,684	\$141,739	Community Space
110	FREMONT SOUTH	57	20	5.20	5.0	2.6	5.2	\$11,255	\$51,988	Community Space
200	FREMONT SOUTH	231	20	5.00	6.3	5.8	5.1	\$45,570	\$210,500	Connections
214	FREMONT SOUTH	485	20	5.20	4.9	2.8	6.4	\$95,545	\$441,350	Environmental Impact
314	FREMONT SOUTH	1,285	20	5.20	6.7	2.8	6.0	\$253,191	\$1,169,563	Environmental Impact
317	FREMONT SOUTH	153	20	5.50	5.7	2.8	5.2	\$30,125	\$139,156	Connections
318	FREMONT SOUTH	221	20	5.20	5.5	2.8	5.2	\$43,500	\$200,940	Connections
319	FREMONT SOUTH	498	20	5.20	5.7	2.8	6.4	\$98,097	\$453,139	Environmental Impact
320	FREMONT SOUTH	502	20	5.20	5.7	2.8	6.4	\$98,889	\$456,799	Environmental Impact
329	FREMONT SOUTH	1,036	20	5.20	6.4	2.8	7.8	\$204,019	\$942,422	Environmental Impact
330	FREMONT SOUTH	730	20	5.20	5.5	2.8	7.2	\$143,810	\$664,300	Environmental Impact
526	FREMONT SOUTH	1,629	20	5.20	6.6	2.8	6.4	\$320,953	\$1,482,574	Environmental Impact
555	FREMONT SOUTH	162	20	5.00	6.1	6.8	5.1	\$31,914	\$147,420	Commerce
558	FREMONT SOUTH	209	20	5.00	4.8	2.8	5.1	\$41,168	\$190,168	Environmental Impact
560	FREMONT SOUTH	217	20	5.00	5.0	2.8	5.1	\$42,789	\$197,653	Environmental Impact
561	FREMONT SOUTH	308	20	5.20	6.3	2.8	5.8	\$60,625	\$280,045	Connections
63	HOBSON PARK EAST	297	20	5.90	6.8	4.0	5.9	\$58,503	\$270,243	Connections
73	HOBSON PARK EAST	379	15	4.50	6.2	6.8	5.9	\$56,032	\$258,826	Commerce
74	HOBSON PARK EAST	194	20	4.40	5.9	6.2	5.5	\$38,301	\$176,924	Commerce
76	HOBSON PARK EAST	257	20	5.30	6.0	6.2	5.9	\$50,629	\$233,670	Commerce
79	HOBSON PARK EAST	513	20	5.60	6.8	4.0	6.7	\$101,100	\$467,009	Environmental Impact
80	HOBSON PARK EAST	967	20	5.30	7.4	3.4	7.9	\$190,592	\$880,398	Environmental Impact
81	HOBSON PARK EAST	482	20	5.70	7.8	4.0	6.8	\$94,906	\$438,400	Connections
123	HOBSON PARK EAST	294	20	5.70	6.5	6.4	5.3	\$57,934	\$267,616	Connections
124	HOBSON PARK EAST	477	20	5.40	6.7	6.4	6.6	\$93,936	\$433,918	Commerce
128	HOBSON PARK EAST	483	20	4.80	7.8	6.4	6.6	\$95,234	\$439,911	Commerce
129	HOBSON PARK EAST	479	20	5.50	7.8	3.4	6.8	\$94,413	\$436,123	Connections
130	HOBSON PARK EAST	445	20	5.60	7.8	4.0	6.3	\$87,763	\$405,401	Connections
131	HOBSON PARK EAST	968	20	5.90	7.1	3.4	7.9	\$190,731	\$881,039	Environmental Impact
168	HOBSON PARK EAST	297	20	4.90	6.7	3.4	6.0	\$58,601	\$270,695	Connections
197	HOBSON PARK EAST	804	20	6.40	7.2	6.0	7.8	\$158,402	\$731,703	Environmental Impact
208	HOBSON PARK EAST	279	20	6.20	7.0	6.0	5.9	\$54,986	\$253,994	Commerce
563	HOBSON PARK EAST	207	20	5.30	7.1	6.2	5.5	\$40,741	\$188,192	Commerce
647	HOBSON PARK EAST	479	20	5.30	7.2	3.4	6.7	\$94,273	\$435,474	Connections
648	HOBSON PARK EAST	192	15	4.50	6.2	2.6	5.5	\$28,345	\$130,932	Connections
649	HOBSON PARK EAST	381	15	4.50	6.2	2.6	5.9	\$56,252	\$259,843	Connections
650	HOBSON PARK EAST	377	15	4.50	6.2	3.2	5.9	\$55,715	\$257,363	Connections
296	HOBSON PARK WEST	500	30	6.00	6.8	4.6	7.4	\$147,804	\$682,748	Environmental Impact
297	HOBSON PARK WEST	344	30	6.00	7.0	4.6	6.8	\$101,613	\$469,381	Connections
456	HOBSON PARK WEST	498	30	6.00	6.7	4.6	7.4	\$147,048	\$679,257	Environmental Impact
653	HOBSON PARK WEST	344	30	6.00	7.0	4.6	6.8	\$101,712	\$469,839	Connections
654	HOBSON PARK WEST	492	30	6.00	6.8	4.0	7.4	\$145,394	\$671,615	Environmental Impact
655	HOBSON PARK WEST	489	30	6.00	6.7	4.6	7.4	\$144,520	\$667,579	Environmental Impact
656	HOBSON PARK WEST	492	30	6.00	6.5	4.0	7.4	\$145,491	\$672,067	Environmental Impact
75	KAMALA PARK	605	20	5.50	6.7	2.8	7.2	\$119,138	\$550,335	Environmental Impact
359	KAMALA PARK	333	20	4.90	6.7	6.2	6.0	\$65,652	\$303,267	Commerce
360	KAMALA PARK	608	20	5.50	7.2	3.4	7.2	\$119,711	\$552,978	Environmental Impact
361	KAMALA PARK	606	20	5.20	6.4	3.2	7.2	\$119,448	\$551,764	Environmental Impact
362	KAMALA PARK	1,258	20	4.90	7.0	3.8	6.4	\$247,743	\$1,144,394	Environmental Impact
363	KAMALA PARK	471	20	5.30	6.2	6.8	6.7	\$92,819	\$428,760	Commerce
364	KAMALA PARK	531	20	5.20	6.4	3.4	6.8	\$104,588	\$483,122	Environmental Impact
365	KAMALA PARK	857	20	5.50	6.3	2.8	6.0	\$168,884	\$780,123	Environmental Impact
366	KAMALA PARK	864	20	5.50	5.7	2.8	6.0	\$170,206	\$786,230	Environmental Impact
367	KAMALA PARK	864	20	5.30	5.4	2.8	7.9	\$170,210	\$786,249	Environmental Impact
368	KAMALA PARK	869	20	6.10	6.1	2.8	6.0	\$171,269	\$791,141	Environmental Impact
370	KAMALA PARK	631	20	6.40	6.3	2.8	7.2	\$124,380	\$574,545	Environmental Impact
371	KAMALA PARK	730	20	6.10	6.3	3.4	7.8	\$143,892	\$664,679	Environmental Impact
372	KAMALA PARK	689	20	6.40	6.4	2.8	7.2	\$135,787	\$627,238	Environmental Impact
373	KAMALA PARK	796	20	5.50	6.9	2.8	7.8	\$156,758	\$724,109	Environmental Impact
374	KAMALA PARK	615	20	4.90	5.7	2.8	7.2	\$121,188	\$559,801	Environmental Impact
381	KAMALA PARK	485	20	6.70	6.3	2.8	6.8	\$95,612	\$441,658	Environmental Impact
382	KAMALA PARK	322	20	6.10	5.7	2.8	6.0	\$63,499	\$293,322	Community Space
383	KAMALA PARK	556	20	6.40	6.3	2.8	7.2	\$109,588	\$506,219	Environmental Impact
412	KAMALA PARK	157	20	5.20	6.9	2.8	5.8	\$30,958	\$143,002	Connections
419	KAMALA PARK	915	20	7.40	5.8	2.4	7.9	\$180,318	\$832,941	Environmental Impact
421	KAMALA PARK	450	50	6.60	6.2	3.8	6.2	\$221,625	\$1,023,750	Environmental Impact
423	KAMALA PARK	757	20	5.90	5.8	2.6	7.5	\$149,079	\$688,639	Environmental Impact
424	KAMALA PARK	350	20	5.80	5.6	2.8	6.3	\$68,971	\$318,599	Environmental Impact
425	KAMALA PARK	430	20	5.50	5.9	2.8	6.4	\$84,645	\$391,001	Environmental Impact
426	KAMALA PARK	690	20	6.00	6.5	2.8	7.0	\$135,856	\$627,556	Environmental Impact
427	KAMALA PARK	732	20	6.40	6.4	2.6	7.6	\$144,184	\$666,028	Environmental Impact

Figure E.06 GIS Analysis Model Scores: All Public Alleys (continued)

Alleys				Analysis Models				Cost Estimate		Analysis Model
ID	Neighborhood	Length ft.	Width ft.	Community Space	Connections	Commerce	Environmental Impact	City Standard	Green Alley Base	Highest Scoring
428	KAMALA PARK	664	20	7.00	5.9	3.2	7.2	\$130,828	\$604,334	Environmental Impact
429	KAMALA PARK	608	20	7.00	6.2	5.6	7.2	\$119,720	\$553,019	Environmental Impact
430	KAMALA PARK	619	20	7.30	6.4	3.2	7.2	\$121,973	\$563,429	Community Space
431	KAMALA PARK	463	20	7.10	6.3	3.2	6.7	\$91,189	\$421,230	Community Space
432	KAMALA PARK	206	20	5.90	6.8	3.4	5.5	\$40,616	\$187,616	Connections
433	KAMALA PARK	936	20	6.10	5.9	2.6	8.0	\$184,417	\$851,873	Environmental Impact
435	KAMALA PARK	350	20	5.90	6.6	3.4	6.3	\$68,950	\$318,500	Connections
436	KAMALA PARK	604	22	7.40	7.2	6.2	7.2	\$130,781	\$604,117	Community Space
439	KAMALA PARK	460	20	6.70	5.9	2.6	6.8	\$90,577	\$418,404	Environmental Impact
440	KAMALA PARK	876	20	5.20	5.7	2.8	8.0	\$172,582	\$797,205	Environmental Impact
441	KAMALA PARK	725	20	6.10	5.8	2.8	7.6	\$142,921	\$660,194	Environmental Impact
442	KAMALA PARK	761	20	6.10	6.0	2.8	7.6	\$149,926	\$692,554	Environmental Impact
443	KAMALA PARK	456	20	6.40	6.3	2.8	6.8	\$89,801	\$414,818	Environmental Impact
444	KAMALA PARK	455	20	5.80	6.3	2.8	6.8	\$89,704	\$414,367	Environmental Impact
445	KAMALA PARK	578	20	6.40	5.3	2.6	7.2	\$113,853	\$525,920	Environmental Impact
446	KAMALA PARK	378	20	5.50	5.9	2.6	6.4	\$74,437	\$343,848	Environmental Impact
447	KAMALA PARK	459	20	6.10	6.3	2.8	6.8	\$90,501	\$418,049	Environmental Impact
448	KAMALA PARK	460	20	6.10	5.9	2.6	6.8	\$90,571	\$418,374	Environmental Impact
449	KAMALA PARK	460	20	6.10	5.9	2.6	6.8	\$90,549	\$418,274	Environmental Impact
530	KAMALA PARK	654	20	5.30	7.3	2.4	7.1	\$128,776	\$594,855	Connections
565	KAMALA PARK	427	50	7.20	6.7	3.2	7.8	\$210,393	\$971,867	Environmental Impact
658	KAMALA PARK	331	20	4.90	5.9	9.2	6.0	\$65,229	\$301,311	Commerce
659	KAMALA PARK	391	20	5.50	6.4	6.4	6.4	\$76,966	\$355,528	Connections
660	KAMALA PARK	392	20	5.20	5.6	6.2	6.4	\$77,225	\$356,725	Environmental Impact
661	KAMALA PARK	304	20	5.50	6.1	3.4	6.0	\$59,917	\$276,773	Connections
662	KAMALA PARK	812	20	4.90	8.3	3.2	7.6	\$159,956	\$738,883	Connections
670	KAMALA PARK	377	20	6.40	5.5	2.8	6.4	\$74,211	\$342,801	Community Space
672	KAMALA PARK	148	20	6.10	5.7	2.8	5.6	\$29,176	\$134,770	Community Space
673	KAMALA PARK	457	20	6.40	6.3	2.8	6.8	\$89,939	\$415,456	Environmental Impact
674	KAMALA PARK	857	20	6.10	6.1	2.8	8.0	\$168,802	\$779,747	Environmental Impact
675	KAMALA PARK	406	20	5.20	5.7	5.8	6.4	\$79,951	\$369,318	Environmental Impact
676	KAMALA PARK	630	20	5.60	6.2	3.4	7.1	\$124,027	\$572,914	Environmental Impact
677	KAMALA PARK	281	20	5.60	5.6	2.8	5.9	\$55,424	\$256,019	Environmental Impact
678	KAMALA PARK	335	20	5.60	5.6	2.8	5.9	\$66,088	\$305,280	Environmental Impact
679	KAMALA PARK	532	20	7.30	5.9	2.6	6.8	\$104,869	\$484,418	Community Space
680	KAMALA PARK	552	20	7.00	5.8	2.6	7.2	\$108,749	\$502,345	Environmental Impact
681	KAMALA PARK	861	20	7.40	5.9	5.4	7.9	\$169,688	\$783,836	Environmental Impact
165	LA COLONIA	482	20	7.00	6.7	3.4	7.2	\$94,995	\$438,808	Environmental Impact
166	LA COLONIA	407	20	7.00	4.4	2.0	6.8	\$80,187	\$370,409	Community Space
167	LA COLONIA	296	20	6.40	6.4	9.4	6.4	\$58,256	\$269,099	Commerce
174	LA COLONIA	315	20	5.20	6.6	9.4	6.4	\$62,070	\$286,719	Commerce
182	LA COLONIA	201	20	5.50	6.7	3.4	6.0	\$39,572	\$182,793	Connections
183	LA COLONIA	402	20	6.70	5.0	2.0	6.8	\$79,123	\$365,490	Environmental Impact
184	LA COLONIA	399	20	6.40	5.0	2.0	6.8	\$78,544	\$362,817	Environmental Impact
185	LA COLONIA	411	20	6.40	4.3	2.0	6.8	\$80,884	\$373,625	Environmental Impact
186	LA COLONIA	585	15	5.30	6.8	8.6	6.8	\$86,486	\$399,502	Commerce
187	LA COLONIA	586	15	5.00	6.9	8.6	6.8	\$86,634	\$400,185	Commerce
188	LA COLONIA	649	15	6.20	6.3	2.6	7.2	\$95,958	\$443,259	Environmental Impact
189	LA COLONIA	648	15	6.20	6.3	2.6	6.7	\$95,740	\$442,251	Environmental Impact
190	LA COLONIA	647	15	5.90	6.5	2.6	6.7	\$95,658	\$441,874	Environmental Impact
191	LA COLONIA	482	15	5.30	6.3	2.6	6.3	\$71,146	\$328,644	Connections
192	LA COLONIA	317	15	5.30	6.5	8.6	6.0	\$46,826	\$216,305	Commerce
193	LA COLONIA	482	15	5.60	6.3	2.6	6.8	\$71,265	\$329,194	Environmental Impact
194	LA COLONIA	483	15	5.30	6.5	2.6	6.8	\$71,365	\$329,655	Environmental Impact
464	LA COLONIA	647	15	5.60	6.8	5.6	6.7	\$95,542	\$441,337	Connections
465	LA COLONIA	648	15	5.00	6.3	2.6	6.7	\$95,684	\$441,991	Environmental Impact
611	LA COLONIA	368	20	6.40	6.4	9.4	6.8	\$72,464	\$334,733	Commerce
612	LA COLONIA	188	20	6.40	7.0	9.4	6.0	\$37,001	\$170,920	Commerce
613	LA COLONIA	495	15	5.30	6.2	3.2	6.8	\$73,102	\$337,681	Environmental Impact
614	LA COLONIA	494	15	5.00	6.3	5.6	6.8	\$72,963	\$337,036	Environmental Impact
615	LA COLONIA	314	15	5.30	6.3	8.6	6.0	\$46,322	\$213,973	Commerce
616	LA COLONIA	315	15	5.30	6.3	8.6	6.0	\$46,506	\$214,826	Commerce
617	LA COLONIA	424	15	5.30	6.3	5.6	5.9	\$62,626	\$289,288	Connections
618	LA COLONIA	373	15	5.30	6.9	2.6	5.9	\$55,066	\$254,366	Connections
619	LA COLONIA	423	15	5.60	6.3	5.6	6.4	\$62,541	\$288,896	Environmental Impact
620	LA COLONIA	373	15	5.60	6.9	2.6	6.4	\$55,052	\$254,302	Connections
621	LA COLONIA	423	15	5.30	6.5	5.6	6.4	\$62,529	\$288,840	Connections
622	LA COLONIA	373	15	5.30	6.9	2.6	6.4	\$55,075	\$254,406	Connections
623	LA COLONIA	587	20	7.00	8.7	4.0	7.6	\$115,572	\$533,859	Connections
624	LA COLONIA	373	20	7.00	7.2	3.4	6.8	\$73,506	\$339,547	Connections
625	LA COLONIA	373	20	6.70	4.9	2.0	6.8	\$73,462	\$339,341	Environmental Impact
626	LA COLONIA	378	20	6.40	4.9	2.0	6.8	\$74,404	\$343,694	Environmental Impact
627	LA COLONIA	378	20	7.00	4.9	2.0	6.8	\$74,469	\$343,993	Community Space
628	LA COLONIA	372	20	6.40	4.9	2.0	6.8	\$73,279	\$338,495	Environmental Impact
629	LA COLONIA	343	20	5.20	7.3	4.0	6.4	\$67,580	\$312,170	Connections

Figure E.06 GIS Analysis Model Scores: All Public Alleys (continued)

Alleys				Analysis Models				Cost Estimate		Analysis Model
ID	Neighborhood	Length ft.	Width ft.	Community Space	Connections	Commerce	Environmental Impact	City Standard	Green Alley Base	Highest Scoring
630	LA COLONIA	314	20	5.20	6.7	9.4	6.4	\$61,861	\$285,752	Commerce
631	LA COLONIA	318	20	5.20	6.7	9.4	6.4	\$62,710	\$289,677	Commerce
632	LA COLONIA	313	20	5.20	7.2	9.4	6.4	\$61,650	\$284,781	Commerce
633	LA COLONIA	519	15	5.80	6.8	5.6	6.3	\$76,649	\$354,062	Connections
634	LA COLONIA	521	15	5.00	6.2	5.6	6.3	\$76,906	\$355,252	Environmental Impact
635	LA COLONIA	522	15	5.90	6.3	5.6	6.3	\$77,071	\$356,012	Connections
636	LA COLONIA	519	15	6.20	6.3	5.6	6.3	\$76,731	\$354,443	Connections
637	LA COLONIA	520	15	6.20	6.3	3.2	6.8	\$76,833	\$354,915	Environmental Impact
162	LEMONWOOD EASTMONT	858	20	4.80	3.6	2.0	7.8	\$169,123	\$781,230	Environmental Impact
202	LEMONWOOD EASTMONT	858	20	5.40	5.9	3.2	7.8	\$169,054	\$780,910	Environmental Impact
280	LEMONWOOD EASTMONT	1,467	20	6.70	6.8	3.6	8.4	\$289,080	\$1,335,345	Environmental Impact
281	LEMONWOOD EASTMONT	1,216	20	5.30	6.8	4.0	8.3	\$239,628	\$1,106,912	Environmental Impact
282	LEMONWOOD EASTMONT	1,121	20	5.40	6.6	3.4	8.2	\$220,793	\$1,019,908	Environmental Impact
283	LEMONWOOD EASTMONT	582	20	5.30	5.8	3.8	7.1	\$114,557	\$529,172	Environmental Impact
284	LEMONWOOD EASTMONT	860	20	5.10	5.9	3.8	7.8	\$169,325	\$782,162	Environmental Impact
592	LEMONWOOD EASTMONT	783	20	5.40	6.0	3.4	7.4	\$154,344	\$712,960	Environmental Impact
593	LEMONWOOD EASTMONT	706	20	5.40	6.0	3.4	7.4	\$139,088	\$642,489	Environmental Impact
594	LEMONWOOD EASTMONT	556	20	5.40	6.0	3.4	7.0	\$109,621	\$506,372	Environmental Impact
132	MARINA WEST	386	20	5.20	3.6	2.4	6.4	\$76,133	\$351,679	Environmental Impact
199	ORCHARD	1,128	20	6.20	6.0	3.2	8.3	\$222,283	\$1,026,791	Environmental Impact
257	ORCHARD	278	20	6.30	5.1	2.6	5.8	\$54,750	\$252,904	Community Space
258	ORCHARD	1,004	20	6.50	5.1	3.2	7.9	\$197,749	\$913,461	Environmental Impact
231	OXNARD DUNES	954	20	5.00	4.9	2.6	6.3	\$188,002	\$968,437	Environmental Impact
7	OXNARD SHORES	208	20	4.20	7.2	3.0	4.3	\$40,965	\$189,228	Connections
216	OXNARD SHORES	218	20	5.80	3.6	2.4	4.8	\$42,877	\$198,062	Community Space
217	OXNARD SHORES	306	20	5.80	3.8	2.4	5.2	\$60,217	\$278,161	Community Space
218	OXNARD SHORES	186	20	5.80	3.6	2.4	4.8	\$36,673	\$169,403	Community Space
219	OXNARD SHORES	137	20	5.70	4.6	3.0	4.6	\$27,057	\$124,983	Community Space
85	PLEASANT VALLEY ESTATES	660	20	6.20	6.5	6.0	7.5	\$130,020	\$600,600	Environmental Impact
146	PLEASANT VALLEY ESTATES	724	20	7.40	5.1	2.8	7.9	\$142,586	\$658,647	Environmental Impact
147	PLEASANT VALLEY ESTATES	281	20	7.70	5.0	2.8	6.3	\$55,409	\$255,948	Community Space
148	PLEASANT VALLEY ESTATES	655	20	5.90	7.6	3.2	7.5	\$129,012	\$595,942	Connections
149	PLEASANT VALLEY ESTATES	736	20	4.70	6.3	3.2	7.9	\$144,938	\$668,509	Environmental Impact
152	PLEASANT VALLEY ESTATES	711	20	6.50	6.6	3.2	7.9	\$140,081	\$647,077	Environmental Impact
450	PLEASANT VALLEY ESTATES	467	20	7.10	6.6	3.2	7.1	\$91,902	\$424,520	Community Space
451	PLEASANT VALLEY ESTATES	508	20	6.20	6.7	3.2	7.1	\$100,132	\$462,538	Environmental Impact
455	PLEASANT VALLEY ESTATES	646	20	6.80	6.9	3.2	7.5	\$127,234	\$587,731	Environmental Impact
534	PLEASANT VALLEY ESTATES	300	20	6.20	6.5	9.0	6.3	\$59,112	\$273,055	Commerce
579	PLEASANT VALLEY ESTATES	436	20	6.80	6.9	3.2	6.7	\$85,909	\$396,839	Connections
580	PLEASANT VALLEY ESTATES	562	20	7.40	5.1	2.8	7.5	\$110,795	\$511,794	Environmental Impact
582	PLEASANT VALLEY ESTATES	141	20	5.90	6.3	3.2	5.9	\$27,736	\$128,119	Connections
143	PLEASANT VALLEY VILLAGE	234	20	8.50	6.7	8.8	5.6	\$46,136	\$213,117	Commerce
144	PLEASANT VALLEY VILLAGE	436	20	7.00	4.7	5.4	6.4	\$85,989	\$397,206	Community Space
211	PLEASANT VALLEY VILLAGE	621	20	7.00	5.4	2.4	7.2	\$122,319	\$565,025	Environmental Impact
453	PLEASANT VALLEY VILLAGE	1,345	20	6.50	6.2	3.0	8.3	\$264,959	\$1,223,922	Environmental Impact
457	PLEASANT VALLEY VILLAGE	858	20	6.40	6.0	8.4	8.0	\$169,031	\$780,803	Commerce
566	PLEASANT VALLEY VILLAGE	240	20	7.00	5.5	2.4	5.6	\$47,280	\$218,400	Community Space
581	PLEASANT VALLEY VILLAGE	445	20	6.50	5.3	5.4	6.3	\$87,715	\$405,180	Community Space
1	REDWOOD	1,638	20	6.70	5.0	2.4	9.6	\$322,596	\$1,490,166	Environmental Impact
385	REDWOOD	1,640	20	7.70	5.1	2.6	9.5	\$322,990	\$1,491,985	Environmental Impact
386	REDWOOD	1,571	20	7.60	5.0	5.0	9.6	\$309,545	\$1,429,879	Environmental Impact
389	REDWOOD	1,117	20	7.60	5.3	3.0	9.2	\$220,103	\$1,016,719	Environmental Impact
391	REDWOOD	773	20	7.30	4.6	2.0	8.4	\$152,214	\$703,120	Environmental Impact
400	REDWOOD	770	20	7.90	5.6	2.6	8.4	\$151,709	\$700,788	Environmental Impact
401	REDWOOD	770	20	7.90	5.3	2.4	8.4	\$151,693	\$700,714	Environmental Impact
402	REDWOOD	770	20	7.60	5.4	2.4	8.4	\$151,693	\$700,714	Environmental Impact
403	REDWOOD	770	20	7.60	5.7	2.4	8.4	\$151,693	\$700,715	Environmental Impact
404	REDWOOD	770	20	7.90	5.7	2.4	8.4	\$151,693	\$700,715	Environmental Impact
406	REDWOOD	770	20	7.60	5.6	2.4	8.4	\$151,693	\$700,715	Environmental Impact
407	REDWOOD	135	20	8.20	5.3	2.4	6.4	\$26,595	\$122,850	Community Space
408	REDWOOD	770	20	7.90	5.4	2.4	8.4	\$151,693	\$700,715	Environmental Impact
409	REDWOOD	770	20	7.60	5.3	2.4	8.4	\$151,692	\$700,711	Environmental Impact
410	REDWOOD	770	20	7.60	5.6	2.6	8.4	\$151,654	\$700,534	Environmental Impact
411	REDWOOD	770	20	7.90	5.8	2.6	8.4	\$151,671	\$700,612	Environmental Impact
418	REDWOOD	1,321	20	7.40	5.2	2.0	9.1	\$260,298	\$1,202,392	Environmental Impact
682	REDWOOD	533	20	6.70	5.7	2.4	7.6	\$105,078	\$485,385	Environmental Impact
504	RIO LINDO	623	27	7.10	4.3	8.4	8.0	\$165,787	\$765,817	Commerce
568	RIO LINDO	470	27	7.10	4.9	8.4	7.6	\$124,996	\$577,395	Commerce
14	RIVER PARK	146	20	6.40	2.2	1.6	4.0	\$28,840	\$133,222	Community Space
15	RIVER PARK	155	20	6.40	2.2	1.6	4.0	\$30,486	\$140,822	Community Space
16	RIVER PARK	263	20	6.40	2.2	1.6	4.4	\$51,738	\$238,992	Community Space
17	RIVER PARK	146	20	6.40	2.2	1.6	4.0	\$28,692	\$132,535	Community Space
18	RIVER PARK	132	20	6.40	2.2	1.6	4.0	\$26,082	\$120,479	Community Space
19	RIVER PARK	323	20	6.40	2.2	1.6	4.4	\$63,669	\$294,104	Community Space
20	RIVER PARK	454	20	4.60	2.1	1.8	4.6	\$89,394	\$412,938	Community Space

Figure E.06 GIS Analysis Model Scores: All Public Alleys (continued)

Alleys				Analysis Models				Cost Estimate		Analysis Model
ID	Neighborhood	Length ft.	Width ft.	Community Space	Connections	Commerce	Environmental Impact	City Standard	Green Alley Base	Highest Scoring
21	RIVER PARK	156	20	4.60	2.5	2.0	3.4	\$30,640	\$141,535	Community Space
22	RIVER PARK	161	20	5.30	2.6	1.8	3.3	\$31,776	\$146,784	Community Space
23	RIVER PARK	101	20	4.60	2.1	1.8	3.4	\$19,879	\$91,829	Community Space
24	RIVER PARK	161	20	4.80	2.7	1.8	3.4	\$31,812	\$146,951	Community Space
25	RIVER PARK	580	20	4.80	2.8	1.8	5.1	\$114,170	\$527,383	Environmental Impact
26	RIVER PARK	488	20	5.10	2.2	1.8	4.7	\$96,217	\$444,456	Community Space
27	RIVER PARK	138	20	4.90	2.3	2.0	3.4	\$27,181	\$125,555	Community Space
28	RIVER PARK	150	20	4.70	3.0	2.0	3.3	\$29,551	\$136,502	Community Space
29	RIVER PARK	298	20	4.70	2.8	2.0	3.7	\$58,649	\$270,915	Community Space
30	RIVER PARK	263	20	6.40	2.2	1.6	4.4	\$51,907	\$239,776	Community Space
31	RIVER PARK	264	20	6.40	2.2	1.6	4.4	\$51,917	\$239,820	Community Space
32	RIVER PARK	282	20	6.40	2.2	1.6	4.4	\$55,557	\$256,634	Community Space
33	RIVER PARK	271	20	6.40	2.2	1.6	4.4	\$53,445	\$246,879	Community Space
34	RIVER PARK	262	20	6.20	2.5	1.8	4.3	\$51,517	\$237,971	Community Space
35	RIVER PARK	139	20	6.30	2.4	1.8	3.8	\$27,402	\$126,579	Community Space
36	RIVER PARK	142	20	5.30	2.3	1.8	3.6	\$27,995	\$129,318	Community Space
37	RIVER PARK	138	20	5.90	2.5	1.8	3.9	\$27,238	\$125,820	Community Space
38	RIVER PARK	222	20	6.10	2.5	2.0	3.4	\$43,637	\$201,570	Community Space
39	RIVER PARK	150	20	5.90	3.0	2.0	3.3	\$29,550	\$136,501	Community Space
40	RIVER PARK	444	20	6.40	2.3	1.8	4.5	\$87,451	\$403,962	Community Space
41	RIVER PARK	142	20	6.10	2.3	1.8	3.7	\$27,931	\$129,021	Community Space
42	RIVER PARK	613	20	6.40	2.2	1.6	5.6	\$120,700	\$557,547	Community Space
43	RIVER PARK	417	20	6.40	2.2	1.6	4.8	\$82,127	\$379,368	Community Space
44	RIVER PARK	361	20	5.50	2.3	1.8	4.5	\$71,207	\$328,927	Community Space
45	RIVER PARK	709	20	5.50	2.0	1.8	5.4	\$139,618	\$644,934	Community Space
46	RIVER PARK	222	20	5.90	2.4	2.0	3.3	\$43,636	\$201,569	Community Space
47	RIVER PARK	284	20	6.40	2.5	2.0	3.8	\$55,943	\$258,417	Community Space
48	RIVER PARK	298	20	4.60	3.1	2.0	3.8	\$58,709	\$271,196	Community Space
49	RIVER PARK	443	20	5.80	2.5	2.0	4.2	\$87,273	\$403,138	Community Space
52	RIVER PARK	136	20	4.80	2.2	1.8	3.5	\$26,857	\$124,059	Community Space
53	RIVER PARK	262	20	6.40	2.2	1.6	4.4	\$51,708	\$238,853	Community Space
54	RIVER PARK	155	20	6.00	2.1	1.8	3.5	\$30,620	\$141,445	Community Space
55	RIVER PARK	399	20	4.80	3.7	1.8	4.3	\$78,700	\$363,539	Community Space
56	RIVER PARK	542	20	4.90	2.0	1.8	4.6	\$106,711	\$492,928	Community Space
57	RIVER PARK	340	20	5.70	2.4	1.8	4.2	\$66,882	\$308,947	Community Space
58	RIVER PARK	139	20	5.50	2.4	1.8	3.7	\$27,397	\$126,557	Community Space
59	RIVER PARK	139	20	5.70	2.4	1.8	3.8	\$27,458	\$126,838	Community Space
60	RIVER PARK	135	20	5.10	2.2	1.8	3.5	\$26,577	\$122,766	Community Space
61	RIVER PARK	368	20	6.40	2.6	1.8	4.8	\$72,523	\$335,007	Community Space
62	RIVER PARK	263	20	6.20	2.5	1.8	4.3	\$51,870	\$239,602	Community Space
232	RIVER PARK	156	20	4.80	2.6	2.0	3.5	\$30,634	\$141,507	Community Space
233	RIVER PARK	150	20	5.40	3.2	2.0	3.5	\$29,556	\$136,526	Community Space
234	RIVER PARK	138	20	5.40	2.6	2.0	3.5	\$27,187	\$125,583	Community Space
235	RIVER PARK	536	20	4.90	3.2	1.8	4.6	\$105,567	\$487,642	Community Space
236	RIVER PARK	561	20	4.80	3.3	2.0	4.8	\$110,435	\$510,130	Community Space
237	RIVER PARK	284	20	4.60	2.5	2.0	3.8	\$55,941	\$258,406	Community Space
238	RIVER PARK	156	20	5.30	2.5	2.0	3.3	\$30,634	\$141,508	Community Space
239	RIVER PARK	561	20	4.10	3.4	2.0	4.9	\$110,536	\$510,600	Environmental Impact
240	RIVER PARK	138	20	5.00	2.4	2.0	3.3	\$27,186	\$125,582	Community Space
241	RIVER PARK	154	20	5.00	3.1	2.0	3.3	\$30,271	\$139,828	Community Space
247	RIVER PARK	125	20	4.60	3.5	2.0	3.4	\$24,668	\$113,950	Community Space
248	RIVER PARK	916	20	5.30	3.1	1.8	5.7	\$180,457	\$833,581	Environmental Impact
522	RIVER PARK	284	20	5.70	2.4	1.8	4.2	\$55,855	\$258,011	Community Space
169	ROSE PARK	543	20	6.70	5.3	2.0	7.2	\$107,008	\$494,302	Environmental Impact
198	ROSE PARK	1,017	20	7.10	4.3	2.6	8.3	\$200,261	\$925,063	Environmental Impact
206	ROSE PARK	1,511	25	7.50	5.7	8.4	9.1	\$371,979	\$1,718,280	Environmental Impact
463	ROSE PARK	877	20	6.90	3.6	2.0	8.2	\$172,820	\$798,305	Environmental Impact
196	SEA AIR	853	20	5.50	7.9	8.6	7.2	\$168,076	\$776,394	Commerce
298	SEA AIR	734	20	5.00	6.3	2.6	6.7	\$144,556	\$667,744	Environmental Impact
299	SEA AIR	734	20	5.20	6.4	2.6	6.8	\$144,568	\$667,801	Environmental Impact
300	SEA AIR	734	20	5.20	6.1	2.6	6.8	\$144,571	\$667,815	Environmental Impact
301	SEA AIR	734	20	5.20	5.8	2.6	6.8	\$144,589	\$667,897	Environmental Impact
302	SEA AIR	735	20	5.60	7.0	8.6	6.7	\$144,833	\$669,024	Commerce
303	SEA AIR	135	20	4.70	3.8	2.4	4.7	\$26,601	\$122,879	Community Space
657	SEA AIR	529	20	5.20	4.7	2.6	6.0	\$104,124	\$480,979	Environmental Impact
259	SIERRA LINDA	472	24	8.10	6.5	3.0	7.5	\$111,594	\$515,483	Community Space
260	SIERRA LINDA	635	20	7.40	7.0	9.0	7.5	\$125,036	\$577,577	Commerce
261	SIERRA LINDA	1,083	20	8.20	6.5	6.0	8.4	\$213,264	\$985,129	Environmental Impact
262	SIERRA LINDA	175	20	8.50	5.9	3.6	6.0	\$34,492	\$159,329	Community Space
263	SIERRA LINDA	1,268	20	8.20	5.9	3.6	8.8	\$249,882	\$1,154,276	Environmental Impact
507	SIERRA LINDA	700	20	7.10	6.5	3.0	7.5	\$137,855	\$636,790	Environmental Impact
537	SIERRA LINDA	312	20	6.50	6.3	2.6	6.3	\$61,446	\$283,837	Community Space
539	SIERRA LINDA	879	20	6.50	5.8	2.6	8.3	\$173,163	\$799,890	Environmental Impact
8	SOUTH WINDS	102	20	6.40	6.0	3.6	5.6	\$20,123	\$82,954	Community Space
176	SOUTH WINDS	190	20	7.00	6.6	9.0	5.6	\$37,419	\$172,849	Commerce

Figure E.06 GIS Analysis Model Scores: All Public Alleys (continued)

Alleys				Analysis Models				Cost Estimate		Analysis Model
ID	Neighborhood	Length ft.	Width ft.	Community Space	Connections	Commerce	Environmental Impact	City Standard	Green Alley Base	Highest Scoring
209	SOUTH WINDS	325	20	8.80	7.8	3.4	6.0	\$63,985	\$295,564	Community Space
210	SOUTH WINDS	1,058	21	8.60	7.4	4.4	8.4	\$218,789	\$1,010,650	Community Space
220	SOUTH WINDS	616	20	8.50	7.8	9.4	7.2	\$121,432	\$560,930	Commerce
221	SOUTH WINDS	1,350	20	9.10	8.2	4.0	8.4	\$266,022	\$1,228,831	Community Space
222	SOUTH WINDS	362	20	8.30	6.5	3.4	6.3	\$71,335	\$329,518	Community Space
223	SOUTH WINDS	687	20	7.10	6.6	3.4	7.1	\$135,380	\$625,358	Community Space
224	SOUTH WINDS	627	20	7.90	7.5	3.4	7.2	\$123,473	\$570,357	Community Space
225	SOUTH WINDS	670	20	8.90	6.7	9.4	7.1	\$131,965	\$609,585	Commerce
227	SOUTH WINDS	192	20	9.10	6.6	6.4	5.6	\$37,747	\$174,362	Community Space
228	SOUTH WINDS	1,009	20	6.50	6.3	6.2	7.9	\$198,769	\$918,172	Environmental Impact
229	SOUTH WINDS	362	20	8.30	6.5	3.4	6.3	\$71,220	\$328,986	Community Space
454	SOUTH WINDS	677	20	8.30	7.1	4.0	7.1	\$133,443	\$616,412	Community Space
458	SOUTH WINDS	292	20	8.00	6.6	3.4	5.9	\$57,457	\$265,410	Community Space
571	SOUTH WINDS	668	22	9.50	6.4	9.8	7.6	\$144,711	\$668,462	Commerce
574	SOUTH WINDS	187	20	9.10	7.2	4.0	5.6	\$36,909	\$170,493	Community Space
575	SOUTH WINDS	330	20	9.10	6.3	3.4	6.0	\$65,030	\$300,391	Community Space
576	SOUTH WINDS	283	20	9.10	7.2	3.4	6.0	\$55,736	\$257,461	Community Space
577	SOUTH WINDS	363	20	8.30	7.1	4.0	6.3	\$71,569	\$330,596	Community Space
272	TERRACE ESTATES	845	20	4.70	5.1	2.6	7.5	\$166,458	\$768,918	Environmental Impact
273	TERRACE ESTATES	175	20	5.30	4.3	2.6	5.5	\$34,554	\$159,615	Environmental Impact
274	TERRACE ESTATES	2,323	20	4.40	4.7	2.6	9.1	\$457,607	\$2,113,817	Environmental Impact
276	TERRACE ESTATES	178	20	6.20	4.6	2.6	5.5	\$34,971	\$161,543	Community Space
277	TERRACE ESTATES	769	20	5.90	5.0	2.4	7.5	\$151,473	\$699,698	Environmental Impact
278	TERRACE ESTATES	166	20	6.20	5.2	2.6	5.5	\$32,734	\$151,208	Community Space
529	TERRACE ESTATES	1,237	20	5.30	4.6	2.6	8.3	\$243,740	\$1,125,904	Environmental Impact
540	TERRACE ESTATES	173	20	4.40	4.7	2.6	5.5	\$34,111	\$157,567	Environmental Impact
270	TERRACE VISTA	988	20	5.10	3.5	1.6	8.2	\$194,596	\$898,895	Environmental Impact
271	TERRACE VISTA	1,454	20	5.00	2.7	1.6	8.7	\$286,368	\$1,322,819	Environmental Impact
584	TERRACE VISTA	1,040	20	5.00	2.6	1.6	8.3	\$204,822	\$946,132	Environmental Impact
474	VIA MARINA	805	20	6.50	5.0	2.8	7.5	\$158,646	\$732,833	Environmental Impact
475	VIA MARINA	132	20	6.50	5.6	2.8	5.5	\$26,010	\$120,149	Community Space
476	VIA MARINA	735	20	5.30	5.1	3.0	7.5	\$144,785	\$668,709	Environmental Impact
477	VIA MARINA	597	25	6.00	4.6	3.4	7.5	\$147,039	\$678,215	Environmental Impact
487	VIA MARINA	730	20	5.60	8.7	3.2	7.5	\$143,876	\$664,606	Connections
488	VIA MARINA	596	20	5.10	5.5	3.0	7.0	\$117,473	\$542,641	Environmental Impact
489	VIA MARINA	597	20	6.00	5.5	3.0	7.0	\$117,635	\$543,388	Environmental Impact
490	VIA MARINA	133	20	5.60	5.7	3.2	5.5	\$26,216	\$121,099	Connections
491	VIA MARINA	455	20	5.10	5.1	3.0	6.6	\$89,564	\$413,721	Environmental Impact
510	VIA MARINA	398	20	5.10	5.5	3.0	6.2	\$78,372	\$362,024	Environmental Impact
511	VIA MARINA	597	20	6.50	5.6	3.0	7.1	\$117,521	\$542,863	Environmental Impact
512	VIA MARINA	645	20	5.30	5.8	3.0	7.1	\$127,013	\$586,709	Environmental Impact
513	VIA MARINA	921	20	5.30	5.5	3.0	7.9	\$181,394	\$837,910	Environmental Impact
514	VIA MARINA	190	20	5.30	6.4	8.4	5.5	\$37,521	\$173,319	Commerce
515	VIA MARINA	133	20	6.50	4.7	2.8	5.5	\$26,108	\$120,602	Community Space
516	VIA MARINA	585	30	6.20	6.2	6.4	7.9	\$172,899	\$798,671	Environmental Impact
517	VIA MARINA	2,037	20	5.60	7.3	3.2	8.7	\$401,267	\$1,853,568	Environmental Impact
518	VIA MARINA	391	20	5.30	6.2	3.2	6.3	\$76,941	\$355,413	Environmental Impact
519	VIA MARINA	427	20	5.10	6.8	3.2	6.2	\$84,022	\$388,122	Connections
520	VIA MARINA	132	20	5.30	6.3	3.2	5.5	\$26,080	\$120,469	Connections
521	VIA MARINA	726	20	5.30	6.1	3.4	7.5	\$142,995	\$660,536	Environmental Impact
572	VIA MARINA	393	20	6.50	5.6	2.8	6.3	\$77,452	\$357,773	Community Space
573	VIA MARINA	319	20	6.50	5.0	2.8	5.9	\$62,805	\$290,115	Community Space
178	VILLA CAPRI	543	20	4.00	4.6	7.6	7.6	\$107,016	\$494,340	Commerce
269	VILLA CAPRI	433	20	4.10	4.4	7.6	7.1	\$85,374	\$394,366	Commerce
452	WEST VILLAGE	315	32	5.60	4.4	3.0	5.2	\$99,410	\$459,202	Community Space
638	WEST VILLAGE	152	32	5.60	4.3	3.6	4.0	\$47,791	\$220,762	Community Space
639	WEST VILLAGE	301	32	5.60	4.9	3.6	5.2	\$94,900	\$438,369	Community Space
640	WEST VILLAGE	314	32	5.60	4.9	3.6	5.2	\$98,963	\$457,141	Community Space
641	WEST VILLAGE	310	32	5.60	4.4	3.0	5.2	\$97,644	\$451,047	Community Space
642	WEST VILLAGE	317	32	5.60	4.4	3.0	5.2	\$100,025	\$462,044	Community Space
643	WEST VILLAGE	155	32	5.60	4.4	3.0	4.0	\$48,992	\$228,310	Community Space
78	WILSON	483	20	4.50	5.5	2.8	6.6	\$95,156	\$439,553	Environmental Impact
84	WILSON	479	20	4.20	6.2	2.8	6.6	\$94,427	\$436,184	Environmental Impact
87	WILSON	482	20	5.50	6.1	3.4	6.5	\$94,925	\$438,484	Environmental Impact
88	WILSON	380	20	5.20	6.3	3.6	6.1	\$74,873	\$345,860	Connections
89	WILSON	379	15	3.80	4.9	2.2	5.7	\$56,051	\$258,915	Environmental Impact
90	WILSON	382	15	5.10	3.9	7.6	5.9	\$56,474	\$260,868	Commerce
91	WILSON	483	16	4.10	4.2	7.8	6.2	\$76,101	\$351,531	Commerce
92	WILSON	483	20	4.40	4.1	8.2	6.7	\$95,172	\$439,629	Commerce
93	WILSON	761	25	6.10	5.8	9.0	7.8	\$187,515	\$866,185	Commerce
94	WILSON	371	23	4.80	5.3	9.0	6.3	\$83,960	\$387,837	Commerce
95	WILSON	412	20	5.30	5.2	9.0	6.3	\$81,104	\$374,641	Commerce
96	WILSON	786	20	4.70	5.3	9.0	7.5	\$154,896	\$715,509	Commerce
97	WILSON	368	20	5.30	5.2	9.0	6.3	\$72,474	\$334,778	Commerce
98	WILSON	590	20	5.30	6.5	3.0	7.1	\$116,278	\$537,122	Environmental Impact

Figure E.06 GIS Analysis Model Scores: All Public Alleys (continued)

Alleys				Analysis Models				Cost Estimate		Analysis Model
ID	Neighborhood	Length ft.	Width ft.	Community Space	Connections	Commerce	Environmental Impact	City Standard	Green Alley Base	Highest Scoring
99	WILSON	937	25	6.00	6.7	4.0	8.3	\$230,626	\$1,065,329	Environmental Impact
100	WILSON	626	20	5.30	5.8	3.0	7.1	\$123,420	\$570,112	Environmental Impact
101	WILSON	630	20	5.30	5.9	3.0	7.1	\$124,143	\$573,452	Environmental Impact
111	WILSON	480	20	4.20	6.1	2.8	6.6	\$94,463	\$436,352	Environmental Impact
113	WILSON	482	20	5.50	4.5	8.2	6.5	\$95,036	\$438,997	Commerce
114	WILSON	481	20	4.60	5.4	8.8	6.5	\$94,734	\$437,605	Commerce
115	WILSON	533	20	3.90	5.5	2.8	6.6	\$104,966	\$484,867	Environmental Impact
120	WILSON	480	20	5.00	5.6	3.4	6.2	\$94,549	\$436,748	Environmental Impact
121	WILSON	380	15	4.90	5.1	8.0	5.8	\$56,205	\$259,628	Commerce
122	WILSON	300	20	5.10	5.5	8.8	5.8	\$59,003	\$272,551	Commerce
313	WILSON	235	20	5.80	6.7	2.8	5.6	\$46,212	\$213,466	Connections
315	WILSON	772	20	5.20	5.7	2.8	7.6	\$152,088	\$702,539	Environmental Impact
316	WILSON	308	18	4.80	6.5	2.4	6.0	\$54,569	\$252,070	Connections
321	WILSON	481	20	4.30	6.0	2.8	6.5	\$94,834	\$438,068	Environmental Impact
322	WILSON	185	20	5.40	5.4	3.0	5.4	\$36,527	\$168,730	Community Space
323	WILSON	372	12	3.30	4.9	1.8	5.4	\$43,937	\$202,959	Environmental Impact
324	WILSON	381	15	4.40	5.0	2.2	5.7	\$56,269	\$259,921	Environmental Impact
325	WILSON	484	20	4.50	6.4	3.0	6.6	\$95,268	\$440,070	Environmental Impact
326	WILSON	483	18	4.70	5.9	3.0	6.2	\$85,667	\$395,719	Environmental Impact
327	WILSON	626	20	4.50	6.2	2.8	7.0	\$123,309	\$569,600	Environmental Impact
328	WILSON	1,057	20	4.50	5.8	2.8	7.8	\$208,303	\$962,212	Environmental Impact
333	WILSON	1,227	20	5.50	6.7	2.8	8.4	\$241,657	\$1,116,285	Environmental Impact
342	WILSON	190	20	5.00	5.6	9.0	5.5	\$37,413	\$172,821	Commerce
343	WILSON	573	20	4.80	7.8	6.0	7.0	\$112,956	\$521,777	Connections
344	WILSON	523	20	4.20	7.2	9.0	6.6	\$103,127	\$476,371	Commerce
345	WILSON	1,221	20	5.50	6.8	3.0	8.4	\$240,571	\$1,111,266	Environmental Impact
346	WILSON	369	20	5.00	3.9	8.2	6.3	\$72,714	\$335,888	Commerce
347	WILSON	217	20	4.70	5.2	9.0	5.5	\$42,839	\$197,888	Commerce
348	WILSON	290	20	5.00	3.8	8.2	5.9	\$57,150	\$263,995	Commerce
349	WILSON	9	20	4.70	5.0	8.8	5.5	\$1,850	\$8,544	Commerce
459	WILSON	483	20	4.00	5.4	2.8	6.0	\$95,159	\$439,565	Environmental Impact
473	WILSON	481	20	5.40	5.6	8.8	6.6	\$94,669	\$437,302	Commerce
527	WILSON	479	20	4.90	6.0	3.4	6.5	\$94,441	\$436,248	Environmental Impact
542	WILSON	198	20	5.60	5.6	9.0	5.5	\$39,006	\$180,180	Commerce
543	WILSON	418	20	4.50	5.5	2.8	6.2	\$82,346	\$380,380	Environmental Impact
605	WILSON	565	20	5.30	6.5	3.6	7.1	\$111,350	\$514,358	Environmental Impact
606	WILSON	592	20	5.30	6.5	3.0	7.1	\$116,542	\$538,341	Environmental Impact
607	WILSON	191	15	4.40	5.0	2.2	5.3	\$28,192	\$130,229	Environmental Impact
608	WILSON	367	15	5.10	3.9	7.6	5.9	\$54,203	\$250,381	Commerce
609	WILSON	234	20	4.40	4.1	8.2	5.5	\$46,158	\$213,218	Commerce
610	WILSON	104	20	5.30	5.2	9.0	5.5	\$20,393	\$94,203	Commerce
651	WILSON	479	20	4.00	5.4	2.8	6.0	\$94,270	\$435,461	Environmental Impact
652	WILSON	481	20	4.50	5.5	3.4	6.6	\$94,723	\$437,555	Environmental Impact
264	WINDSOR NORTH RIVER RIDGE	450	20	7.10	4.2	2.0	5.5	\$88,678	\$409,629	Community Space
266	WINDSOR NORTH RIVER RIDGE	888	20	8.00	4.0	2.6	6.7	\$175,010	\$808,422	Community Space
544	WINDSOR NORTH RIVER RIDGE	422	20	7.10	4.2	2.0	5.1	\$83,134	\$384,020	Community Space
546	WINDSOR NORTH RIVER RIDGE	158	20	8.00	5.2	8.0	4.3	\$31,183	\$144,044	Community Space
597	WINDSOR NORTH RIVER RIDGE	426	20	8.00	4.0	5.0	5.1	\$83,873	\$387,435	Community Space

Figure E.06 GIS Analysis Model Scores: All Public Alleys (continued)

Highest Scoring Analysis Model	Alley Length (mi.)			
	Oxnard	Downtown	La Colonia	South Winds
Community Space	8.2	0.0	0.1	1.4
Connections	4.4	0.0	1.2	0.0
Commerce	9.9	1.7	0.8	0.4
Environmental Impact	47.2	0.2	1.7	0.2
Total (All Models)	69.6	1.9	3.8	2.0

Figure E.07 Total Alley Length per Analysis Model

APPENDIX F

Outreach Results

SWA Los Angeles

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Los Angeles, California
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www.swagroup.com

OXNARD GREEN ALLEYS PLAN
QUESTIONNAIRE

Please list the nearest cross-streets to where you live:

1. How do you use the alleys in your neighborhood?
☐ I don't use the alleys. Explain why:
☐ I use them as follows:

2. What concerns do you have about the alleys in your neighborhood?

3. What activities bring your community together?

4. What would you like to be able to do in the alleys in your neighborhood?

5. Is there anything else you would like us to know?

swa

March 4, 2015 INCF

INCF Survey

INCF Survey Responses

Surveys Submitted: 11

#	Neighborhood	Cross Streets	Q1: Uses vs Does Not Use	Q2: Concerns
1	Bartolo Square North	Hill St J St	DOES NOT USE: · My car tires will be damaged, the alleys need repaving	· Need repaving
2	Cabrillo	Lion's Gate Dr Joilet Pl	DOES NOT USE: · Only one in neighborhood	· Illegal parking · Only have one alley
3	Cal-Gisler	E Kamala St Gisler Ave	USES: · Access to backyard and alley garbage pick-up · Others have garages on the alleys	· Potholes · Alley used for parking, blocks emergency vehicle access · Trash dumped
4	Cal-Gisler	E Hemlock St Gisler Ave	USES: · To store trailer, boats · To unload large furniture · My neighbor uses them to access their garage	· Overall condition and trash
5	Cal-Gisler	Saviers Rd Laurel St	USES: · Trash collection · Unloading access to garage or bring large items to the house	· Water; my alley holds water and doesn't capture water
6	Cypress	Cypress Rd Howell Rd	DOES NOT USE: · It was a popular walkway when I was younger · I (and many) don't use them anymore due to poor lighting and increased gang activity	· I'm concerned about the state and lack of maintenance of our storm drain. Because East Howell Rd has no sidewalks, there are no drains. Our only drain is that alley.

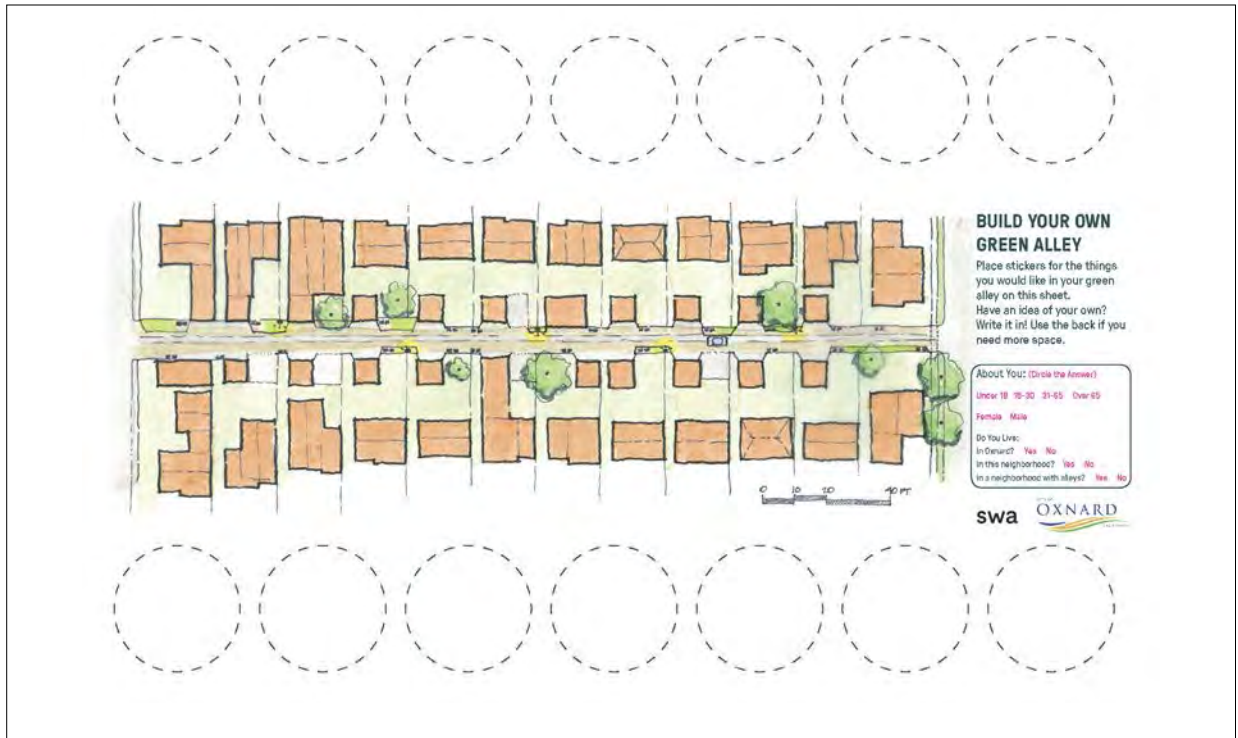
#	Q3: Community Activities	Q4: Like to do in Alley	Q5: Additional Information
1	· School functions · Neighborhood meetings · Free activities that offer some free items	· Be able to drive through without worrying about car and tire damage · Be able to use my garage to park my car	· No response
2	· Crime · Poor street conditions · Unchecked urban development	· Drive down it	· Project not applicable to Cabrillo neighborhood
3	· School · Park · Church	· Clean up trash · Plant wall climbing plants (like creeping fig)	· We are a neighborhood of many elderly people (1/3) and young families (1/3) so we would have many different ages involved
4	· Block parties	· Don't know	· Why are we still building developments with alleys?
5	· Schools · Family activities · Park	· Improve the ability to put my cans away so I don't have people going through my trash	· Long term plan? · How do they plan to work with South Oxnard alleys versus North Oxnard alleys?
6	· Anything with food	· Easy drainage · Better lighting	· There is no car access, only foot traffic and bike access · There is gang activity, so safety is an issue · Beautification to increase foot traffic is low priority

INCF Survey Responses

Surveys Submitted: 11

#	Neighborhood	Cross Streets	Q1: Uses vs Does Not Use	Q2: Concerns
7	Five Points Northeast	Not provided	USES: · For convenience and time saving	· The greenery on the fences being trimmed (more often than they have been)
8	Fremont South	H St Beverly Dr	DOES NOT USE: · Mainly used as access to garage, my garage is on front · Putting out trash and recycling receptacles	· Not conducive for greening · There are more appropriate areas in the city · Thinking about greening alleys in the downtown commercial areas · A thoroughfare for vehicles
9	Fremont South	H St Beverly Dr	USES: · To park my car in the garage · Put out trash and recycling containers on pick-up days, and then return them to the garage · Clean up leaves and dropped flowers from my trees	· Need improved lighting · Traffic, increasing along with speed · Dumping - at times abandoned furniture, bagged trash, etc. · Weeds growing next to wooden fences
10	Hobson Park East	W Wooley Rd Hobson Way	DOES NOT USE: · Fenced off	· Dumping trash · Graffiti
11	Not provided	Not provided	USES: · I live at the beach and our alleys are used as street ways	· Apartment trash bins need to be out of sight

#	Q3: Community Activities	Q4: Like to do in Alley	Q5: Additional Information
7	· It is next to impossible to get my neighborhood to come to a meeting unless the neighborhood is being threatened with something they don't want	· Get the greenery on the fences trimmed regularly · Have weeds and trash collected regularly	· Our alleys south of Wooley and east of Oxnard Blvd are terrible! I don't drive through there because they aren't safe
8	· Neighborhood communication · Knowing neighbors and interacting with them · Volunteering at various...city	· Prevent the dumping of mattresses, appliances, water heaters · Inform neighbors of how to recycle and separate trash from other items	· Would be wonderful if you could implement a greening of alleys in or near downtown
9	· Neighborhood meetings	· No response	· It would be conducive to citizens coming to downtown and reviving our community · Incentive to keep alleys clear
10	· INCF	· Remove eyesore	· Alleys in the downtown area probably need more attention than this one
11	· HOA activities and street parties	· Have a nice walkway area	· No response



"Build Your Own Alley" Activity Sheets: Blank (top) & Sample Submitted Sheet (bottom)

Build Your Own Alley Activity Results

	4/11/2015 South Winds	4/18/15 La Colonia	Total
Total sheets submitted:	19	15	34
Connections	68	39	107
Safe crossings	12	6	18
Jogging path	10	5	15
Resident access	9	3	12
Shade trees	9	4	13
Bollards	7	8	15
Wayfinding	6	2	8
Fitness circuit	6	4	10
Rest area	5	4	9
Bike station	4	3	7
Community space	64	36	100
Seating	11	3	14
Play	11	2	13
Alley naming	10	7	17
Fruit trees	8	5	13
Events	7	5	12
Gate	6	4	10
Planting beds	5	3	8
Community art	4	4	8
Shade canopy	2	3	5

	4/11/2015 South Winds	4/18/15 La Colonia	Total
Environment	77	55	132
Low energy lights	18	10	28
Green wall	12	6	18
Less paving	12	9	21
Native plants	10	4	14
Succulents	6	7	13
Rain barrel	6	6	12
Trees	6	2	8
Butterfly garden	4	5	9
Bioswale	3	6	9
Commerce	68	36	104
Art	13	3	16
Market events	11	4	15
Cultural events	10	3	13
Signage	8	3	11
Planters	7	4	11
Cafe seating	6	3	9
Business entrance	5	4	9
Bike share	4	7	11
Timed closure	4	5	9
Write-in elements			
Trash cans	2		
Implement "Adopt an Alley" program	1		
Water stations	1		
Bike lanes (paths)	1		
Traffic speed bump	1	1	
New pavings (not resurfacing)		1	
Signage (commercial signage only)		1	
Security cameras	1	3	
Police patrol		1	
Pick trash cans only on the front		1	
Donate alley to land owner to obligate them to care and clean		1	
Permeable drainage		1	



ALLEY OBSERVATIONS

Make notes or sketches about
what you see as you tour the alley

About You: (Circle the Answer)

Under 18 18-30 31-65 Over 65

Female Male

Do You Live:

In Oxnard? Yes No

In this neighborhood? Yes No

In a neighborhood with alleys? Yes No

What do you LIKE about the alley?

What do you DISLIKE about the alley?

How is the alley USED?

How could it be USED DIFFERENTLY?

Now take your notes & sketches inside to help you build your own green alley.
Please turn them in when you are finished.

Alley Observation Survey Responses

4/11/15
South Winds4/18/15
La Colonia

Total number of surveys collected

12

18

Topic	Comment	# of responses	
Likes	Width / length / size (wide space)	8	4
	Cozy / homey / intimate space		2
	Open		1
	Mix of commercial / multi-family complexes	1	
	Optimistic about ownerships' positive outlook in the commercial area	1	
	Lighting and minimal adjustments could make a big difference	1	
	Access to unload	1	
	Private parking for events	1	
	Well-built fences that deter graffiti / fences in good condition	1	1
	Not empty / used by a lot of people	1	1
	Utilities are taken care of in alleys	1	
	Trash pick-up (instead of in front of houses)		1
	Back parking access	1	1
	Access to property / house	1	2
	Nothing / not much	2	3
	People riding bikes	1	
	Ways to put planters / potential for greening	1	2
	Shade	1	
	Good drainage	1	
	Has lighting	1	
	Used by residents instead of the street	1	
	It's paved / cement paving		2
	Concrete isn't bad		2
	There is an alley		1
	More backyard space		1
	Extension of backyard		1
	Place for kids to play		1
	Shortcut		2
	Individual improvements		1
	Good for foot traffic		1
	No loitering /transients		1
	Looks safe		1
	Connection to schools		3
	Many possibilities / potential		2
	No trash cans		2
	Free of traffic		1
	Quiet		1

	4/11/15 South Winds	4/18/15 La Colonia
Total number of surveys collected	12	18

Topic	Comment	# of responses	
Disikes	"Confined" / iron (fencing) / bad fencing / high walls	3	4
	Private property walls need repair		2
	Too many gates	3	
	Electrical wires / overhead utilities	1	2
	Utility posts are crowded		1
	Unsafe play area for kids	1	
	Dangerous	1	1
	Potential for cars to go too fast down alley / Speeding cars	2	1
	Too much traffic/cars	2	1
	Cut-through cars / avoid street traffic	1	
	Crime	1	
	Illegal dumping / trash	1	13
	Weeds		4
	Too much concrete / not good for drainage/stormwater	1	3
	Flooding after rain		1
	Dirty	4	1
	Ugly / Aesthetics / Eye Sore	4	
	Bumpy road (poor paving)	1	
	Not enough landscaping	1	
	Lack of shade	1	
	Feels empty	1	
	Isolated / Feels Disconnected from Our Properties	1	1
	Graffiti / Vandalism	1	5
	Crime	1	
	Drugs / Drunks		1
	Not much lighting / Too Dark	2	11
	Loud music from vehicles	2	
	Garbage / dumpsters	1	
	Poorly maintained / not cared for / deteriorated	1	2
	Inconsistent fence/walls/paint color		2
	Lacks unity as a space		1
	Niches accumulate trash		2
	Outdated		1

Alley Observation Survey Responses (continued)**4/11/15
South Winds****4/18/15
La Colonia**

Total number of surveys collected

12

18

Topic	Comment	# of responses	
Current Uses	Dumpster services / trash route	6	4
	Pedestrian walkway	4	1
	Biking - adults and/or children	2	1
	Access to parking garage / areas / car ports	6	11
	Access to backyards		1
	Cars / trucks (as a road)	4	3
	Access to unload equipment	1	
	Business loading/unloading	1	
	Pass-through car traffic	1	2
	Residential area	1	
	Commercial area / businesses	3	1
	Short Cut	2	
	Kids run-around / play	2	
	Drug Dealing	1	
	Dumping / abandoned furniture	4	5
	Crime / Illegal Activity	4	1
	Graffiti	1	1
	Garbage rummaging	2	
	Illegal Rentals		1
	Utility Services (gas, electrical, cable)		3
	Collection of water/run-off		1
	Connection to schools		2
	Mostly abandoned / neglected / unused		1
Potential Uses	"Adopt an Alley" Idea for Community Engagement	1	
	Dried granite	1	
	Seating (for public in a long alley)	2	
	"Artist an Alley" adoption (school funding offset)	1	
	Increased patrols	1	1
	Neighborhood Watch program	2	
	More neighborhood pride	1	
	More family-oriented/-friendly	1	2
	Reduce traffic	1	
	Pedestrian-only area	1	
	Small grass area / "roll around"	1	
	Create a walkway / walking paths	4	3
	Add plants / native drought tolerant plants / succulents & trees	4	4

4/11/15
South Winds

4/18/15
La Colonia

Total number of surveys collected

12

18

Topic	Comment	# of responses	
-------	---------	----------------	--

Potential Uses	Art	5	2
Continued	Gardening	2	4
	Extend adjacent uses (Community Center, backyard)	2	1
	Traffic Calming/Slowing (bumps)	1	
	Add planters	1	1
	Bike Paths	1	5
	Bike-friendly		1
	Jogging / running path	4	
	Circuit Training / Fitness Areas	2	
	Less graffiti	2	1
	Less illegal dumping	1	
	Basketball Courts	1	
	Park Space	1	
	Kids Play Area	3	2
	Green walls / plants on fencing / trellis plants	1	5
	Better landscaped	1	
	Safer (for children, property owners)	1	2
	Downtown alleys as green alley demonstration projects	1	
	Revitalization	1	
	Improve home values		1
	More Lighting		6
	Security		1
	Security Cameras		2
	Safe views		1
	Once a month City Cleaning		1
	Replace bad fencing		1
	Water filtration		1
	Permeable / eco-friendly paving / surfaces		4
	Resurface		1
	Fun environment		1
	More eco-friendly elements		1
	Close one end of alley to reduce traffic / dumping		2
	Remove cement		1
	Add drains		1
	Safe walkway to schools		1
	Put utility lines underground		1

Alley Observation Survey Responses (continued)

Topic	Comment
Comments and questions	Who will repair / replace damaged fencing? Property owners or City / Green Alley Project?
	What will be done if community members do not clean and maintain a Green Alley Project? Fines?
	Pragmatics need to be solved
	Concept for alley near a school

Community Feedback from May 9th Open House

Graphic Board /Alley Category	Element / Feature	Comment
Connections	Safer crossings between alleys	Flashing yellow lights
Connections	Fitness station	I need exercise!
Connections	Wayfinding sign	Like
Connections	(General comment)	Biking and running lanes with set routes
Community Space	Espaliered fruit trees	Grey water source?
Community Space	(General comment)	Have current “festivals” and cultural events “flow” into the alleys downtown, i.e. Strawberry Festival, Salsa Festival...
Community Space	(General comment)	Allow residents/neighborhood create own “green alley”
Community Space	Bollards	Bollards - like spacing - allows bikes but not cars
Environment	Rain barrels	Rain barrels throughout neighborhoods to help water plants/trees (certain amount of barrels per alley needed)
Environment	Dumpster enclosure	Community dumpsters vs individual trash cans
Commerce	Market events - cultural events	Great for downtown area
Green Alley Base	(General comment)	Bollards will help with safety for residents
Green Alley Base	Bin enclosure	Bin enclosure low enough for cars backing out of garage to see traffic in alley
Green Alley Base	Pedestrian pole light	Lighting is a big plus - can't have enough lights

APPENDIX G

Cost Estimates

Three cost estimates are included:

1. Typical Alley Reconstruction: this is for the standard resurfacing of an alley, as it is currently carried out by the City of Oxnard.
2. Typical Green Alley Base Reconstruction (In-house): this is for the green alley base improvements, if carried out in-house by City of Oxnard staff.
3. Typical Green Alley Base Reconstruction (Contracted): this is for the green alley base improvements, if design and construction is contracted out to consultants/contractors.

Each estimate is conceptual and based on a typical 20-foot-wide alley that is 675 feet in length. As the estimates are highly conceptual, a 15% Design / Estimating Contingency has been included in each of the green alley cost estimates. The green alley cost estimates do not include any typology design elements, as these are dependent on the project's context and site conditions. Refer to Chapter 6 for per unit cost estimates for the typology design elements.

The Typical Alley Reconstruction cost estimate was prepared by the City of Oxnard staff; the two Typical Green Alley Base Reconstruction cost estimates were prepared by Cumming, a cost estimating consultant.



CITY OF OXNARD
PUBLIC WORKS - ENGINEERING DIVISION
CONSTRUCTION COST ESTIMATE FOR
Alley Reconstruction
(6-INCH PCC PAVEMENT)

Project: Typical Alley Reconstruction (20'x675') With two Driveways (20'x10')

SPECIFICATION No.

Date: 2015

Drawing No.:

Item No.	Description	Unit of Measure	Estimated QTTY	Unit Cost	Total Cost
1	Mobilization/De-Mobilization	LS	1	\$2,954	\$2,954
2	Traffic Control	LS	1	\$2,461	\$2,461
3	Storm Water Pollution Prevention Plan	LS	1	\$2,461	\$2,461
				Sub Total	\$7,877
	ALLEY IMPROVEMENT				
1	Unclassified Excavation	CY	417	\$35.00	\$14,578
2	Class 2 Aggregate Base	TN	489	\$30.00	\$14,681
3	Install 6" Thk. PCC	CY	250	\$220.00	\$55,000
4	Remove & Replace PCC Alley Driveway	SF	400	\$16.00	\$6,400
5	Remove & Replace PCC Sidewalk	SF	400	\$8.00	\$3,200
6	Remove & Replace PCC Curb And Gutter (A2-6)	LF	40	\$40.00	\$1,600
7	Adjust Manhole Cover To Finished Grade	EA	2	\$500.00	\$1,000
8	Adjust Water Valve Cover To Finished Grade	EA	2	\$500.00	\$1,000
9	Adjust Water Meter Cover To Finished Grade	EA	2	\$500.00	\$1,000
				Sub Total	\$98,459
	CONSTRUCTION COST			Sub Total	\$106,335

Design, Inspection, Construction
Management(25%) \$26,584

Project TOTAL \$132,919

Figure G.01 Typical Alley Reconstruction Cost Estimate

Typical Green Alley Reconstruction
City of Oxnard
Oxnard, California
Conceptual Statement of Probable Cost

May 26, 2015

Site and Infrastructure Work Construction Cost Summary

Element		Subtotal	Total	Cost / SF	Cost / SF
F) Site Work (16-18)			\$422,768		\$31.32
16 Site Preparation and Demolition		\$78,675		\$5.83	
17 Site Paving, Structures and Landscaping		\$284,593		\$21.08	
18 Utilities on Site		\$59,500		\$4.41	
Subtotal			\$422,768		\$31.32
Design, Inspection, & Construction Management by the City of Oxnard	25.00%		\$105,692		\$7.83
Subtotal			\$528,460		\$39.15
Design / Estimating Contingency	15.00%		\$79,269		\$5.87
Subtotal			\$607,729		\$45.02
Escalation	1.07%		\$6,494		\$0.48
TOTAL ESTIMATED CONSTRUCTION COST			<u>\$614,222</u>		\$45.50

Total Area: 13,500 SF
Finished Area 13,500 SF

Figure G.02 Typical Green Alley Base Cost Estimate - In-house

Typical Green Alley Reconstruction
City of Oxnard
Oxnard, California
Conceptual Statement of Probable Cost

May 26, 2015

Site and Infrastructure Work Construction Component Detail

Element	Quantity	Unit	Unit Cost	Total
<u>16 Site Preparation and Demolition</u>				
Field layout and stake	13,500	SF	\$0.20	\$2,700
Selective demolition				
Sawcut breakup and remove existing elements	13,500	SF	\$2.00	\$27,000
Erosion control				
Stabilized construction entrance, sand bags, filter fabric fences, etc.	13,500	SF	\$0.35	\$4,725
Earthwork				
Rough and fine grading	13,500	SF	\$2.50	\$33,750
Cut and fill soils to create new site elevations			Assume Level Site	
Overexcavate and recompact soils to a depth of 2'-0" below grade	1,000	CY	\$10.50	\$10,500
Total - 16 Site Preparation and Demolition				<u>\$78,675</u>
<u>17 Site Paving, Structures and Landscaping</u>				
Hardscape				
Recycled concrete driveway, integral color, including sub-base	7,850	SF	\$16.00	\$125,600
Standard concrete sidewalk at trash bin locations and cross walks	1,825	SF	\$8.00	\$14,600
Reinforced concrete curb ramp w/ detectable paving	168	SF	\$65.00	\$10,920
Premium for elevated crosswalk / speed table	165	SF	\$10.00	\$1,650
Curbs				
Reinforced concrete curb, assume 6" at crosswalks	60	LF	\$22.00	\$1,320
Reinforced concrete V-Curb, 4' wide	624	LF	\$45.00	\$28,080
Pavement improvements				
Cross hatching	365	SF	\$3.85	\$1,405
Accessories				
Trash corals / enclosure	520	LF	\$150.00	\$78,000
Signage				
Street sign including foundation	2	EA	\$1,350.00	\$2,700
Landscaping				
Prep soil for planting	1,161	SF	\$2.00	\$2,322
Shrubs, ground cover, vines, etc.	1,161	SF	\$12.00	\$13,932
Mulch	1,161	SF	\$1.00	\$1,161

Figure G.02 Typical Green Alley Base Cost Estimate - In-house (continued)

Typical Green Alley Reconstruction
City of Oxnard
Oxnard, California
Conceptual Statement of Probable Cost

May 26, 2015

Site and Infrastructure Work Construction Component Detail

Element	Quantity	Unit	Unit Cost	Total
Irrigation				
Irrigation system, complete	1,161	SF	\$2.50	\$2,903
Total - 17 Site Paving, Structures and Landscaping				<u>\$284,593</u>
<u>18 Utilities on Site</u>				
Storm drainage				No Work Anticipated
Biofiltration system by Contech, assume 4 LOC				Excluded
Site lighting				
Crosswalk / traffic lighting				Excluded
LED pole light fixture, assume solar, 12' tall including footing	7	EA	\$8,500.00	\$59,500
Total - 18 Utilities on Site				<u>\$59,500</u>

Figure G.02 Typical Green Alley Base Cost Estimate - In-house (continued)

Typical Green Alley Reconstruction
City of Oxnard
Oxnard, California
Conceptual Statement of Probable Cost

May 26, 2015

Site and Infrastructure Work Construction Cost Summary

Element		Subtotal	Total	Cost / SF	Cost / SF
F) Site Work (16-18)			\$422,768		\$31.32
16 Site Preparation and Demolition		\$78,675		\$5.83	
17 Site Paving, Structures and Landscaping		\$284,593		\$21.08	
18 Utilities on Site		\$59,500		\$4.41	
Subtotal			\$422,768		\$31.32
General Conditions	12.00%		\$50,732		\$3.76
Subtotal			\$473,500		\$35.07
General Requirements	4.00%		\$16,911		\$1.25
Subtotal			\$490,411		\$36.33
Bonds	1.00%		\$4,228		\$0.31
Subtotal			\$494,638		\$36.64
Liability Insurance	1.00%		\$4,228		\$0.31
Subtotal			\$498,866		\$36.95
General Contractor Fee	5.00%		\$24,943		\$1.85
Subtotal			\$523,809		\$38.80
Design / Estimating Contingency	15.00%		\$78,571		\$5.82
Subtotal			\$602,381		\$44.62
Escalation	1.07%		\$6,436		\$0.48
TOTAL ESTIMATED CONSTRUCTION COST			<u>\$608,817</u>		\$45.10
Design and Permitting Fees	30.00%		\$182,645		\$13.53
TOTAL ESTIMATED PROJECT COST			<u>\$791,462</u>		\$58.63

Total Area: 13,500 SF
Finished Area 13,500 SF

Figure G.03 Typical Green Alley Base Cost Estimate - Contracted

Typical Green Alley Reconstruction
City of Oxnard
Oxnard, California
Conceptual Statement of Probable Cost

May 26, 2015

Site and Infrastructure Work Construction Component Detail

Element	Quantity	Unit	Unit Cost	Total
<u>16 Site Preparation and Demolition</u>				
Field layout and stake	13,500	SF	\$0.20	\$2,700
Selective demolition				
Sawcut breakup and remove existing elements	13,500	SF	\$2.00	\$27,000
Erosion control				
Stabilized construction entrance, sand bags, filter fabric fences, etc.	13,500	SF	\$0.35	\$4,725
Earthwork				
Rough and fine grading	13,500	SF	\$2.50	\$33,750
Cut and fill soils to create new site elevations			Assume Level Site	
Overexcavate and recompact soils to a depth of 2'-0" below grade	1,000	CY	\$10.50	\$10,500
Total - 16 Site Preparation and Demolition				<u>\$78,675</u>
<u>17 Site Paving, Structures and Landscaping</u>				
Hardscape				
Recycled concrete driveway, integral color, including sub-base	7,850	SF	\$16.00	\$125,600
Standard concrete sidewalk at trash bin locations and cross walks	1,825	SF	\$8.00	\$14,600
Reinforced concrete curb ramp w/ detectable paving	168	SF	\$65.00	\$10,920
Premium for elevated crosswalk / speed table	165	SF	\$10.00	\$1,650
Curbs				
Reinforced concrete curb, assume 6" at crosswalks	60	LF	\$22.00	\$1,320
Reinforced concrete V-Curb, 4' wide	624	LF	\$45.00	\$28,080
Pavement improvements				
Cross hatching	365	SF	\$3.85	\$1,405
Accessories				
Trash corals / enclosure	520	LF	\$150.00	\$78,000
Signage				
Street sign including foundation	2	EA	\$1,350.00	\$2,700
Landscaping				
Prep soil for planting	1,161	SF	\$2.00	\$2,322
Shrubs, ground cover, vines, etc.	1,161	SF	\$12.00	\$13,932
Mulch	1,161	SF	\$1.00	\$1,161

Figure G.03 Typical Green Alley Base Cost Estimate - Contracted (continued)

Typical Green Alley Reconstruction
City of Oxnard
Oxnard, California
Conceptual Statement of Probable Cost

May 26, 2015

Site and Infrastructure Work Construction Component Detail

Element	Quantity	Unit	Unit Cost	Total
Irrigation				
Irrigation system, complete	1,161	SF	\$2.50	\$2,903
Total - 17 Site Paving, Structures and Landscaping				<u>\$284,593</u>
<u>18 Utilities on Site</u>				
Storm drainage				No Work Anticipated
Biofiltration system by Contech, assume 4 LOC				Excluded
Site lighting				
Crosswalk / traffic lighting				Excluded
LED pole light fixture, assume solar, 12' tall including footing	7	EA	\$8,500.00	\$59,500
Total - 18 Utilities on Site				<u>\$59,500</u>

Figure G.03 Typical Green Alley Base Cost Estimate - Contracted (continued)

OXNARD GREEN ALLEYS PLAN

was developed by:

City of Oxnard Utilities Department
Dan Rydberg, Jay Duncan, Asitha Withanage

SWA Group
Ying-yu Hung, Jana Perser, Chris Hall, Shengyi Yue, George Kutnar

Oxnard City Corps
Eric Humel

Kestrel Consulting Inc.
Monica Reid

Stantec
Sal Contreras

Cumming
Jack Oliver

June 30, 2015

REQUEST FOR BUDGET APPROPRIATION

Department: Public Works
Project/Program
Manager: Eric Humel

Date: March 6, 2018
Phone: 805-271-2231

Reason for Appropriation:

Appropriates revenue from the California Natural Resources Agency grant for the La Colonia Green Alleys project and matching funds for the construction of a Class III bike route using Air Pollution Buy Down funds, pavement and concrete for alleys using Street Maintenance Funds and staff time dedicated to the project development.

Accounts and Descriptions

AMOUNT

Fund: 219- State/ Local - Multi-Year Grants

Revenues/Transfers In

Project#183104 La Colonia Green Alleys FY18

219-3125-532.72-31	STATE / LOCAL SOURCES / STATE GRANT REVENUES	1,200,000
	Sub-total Revenues	1,200,000

Expenditures/Transfers Out

Project#183104 La Colonia Green Alleys FY18

219-3125-803.82-09	CONTRACTS AND SERVICES / SVCS-OTHER PROF/CONTRA	267,166
219-3125-826.82-10	CAPITAL OUTLAY / CONSTRUCTION OTHER	631,277
219-3125-803.81-04	MATERIALS AND SUPPLIES / SUPPLIES-SHOP & FIELD	18,610
219-3125-803.86-06	CAPITAL OUTLAY / MACHINERY AND EQUIP NEW	110,000
219-3125-803.80-01	PERSONNEL SERVICES / DIRECT LABOR-REGULAR	79,822
219-3125-803.88-02	CONTINGENCY	93,125
	Sub-total Expenditures	1,200,000

Net Change to Fund Balance 0

Fund: 105- Street Maintenance Fund

Expenditures/Transfers Out

Project#183104 La Colonia Green Alleys FY18

105-3125-826.82-10	CAPITAL OUTLAY / CONSTRUCTION OTHER	50,000
	Sub-total Expenditures	50,000

Net Change to Fund Balance (50,000)

Fund: 118- Air Pollution Buy Down

Expenditures/Transfers Out

Project#183104 La Colonia Green Alleys FY18

118-3125-803.86-04	CAPITAL OUTLAY / IMPROVEMENTS NOT BLDG-NEW	50,000
	Sub-total Expenditures	50,000

Net Change to Fund Balance (50,000)

Net Appropriation Change (100,000)

Approvals

Department Director _____

Chief Financial Officer _____

City Manager _____

BA# (Finance Use Only) _____

BA Doc# (Finance Use Only) _____

REQUIRES CITY COUNCIL AUTHORIZATION

Rev **Packet Pg. 407**



November 29, 2017

Greg Nyhoff, Director/Public Works Department
City of Oxnard
305 W. 3rd Street
Oxnard, CA 93030

Dear Greg,

Congratulations on behalf of the California Natural Resources Agency (Agency). It is my pleasure to inform you that your application has been selected for funding under the Urban Greening Grant Program, in the amount of \$1,200,000 for the Oxnard La Colonia Green Alleys Project.

Please coordinate any public announcements related to your grant award with our Communications Director Sam Chiu at (916) 651-7585 or via e-mail at sam.chiu@resources.ca.gov.

Agency staff will contact you in the coming weeks to begin developing your grant agreement. Should you have any questions in the interim, please do not hesitate to contact the Bonds & Grants Office at (916) 653-2812 or via e-mail at urbangreening@resources.ca.gov.

We look forward to working with you in the coming months.

Sincerely,

John Laird
Secretary for Natural Resources

cc: Eric Humel, City of Oxnard

1816 Ninth Street, Suite 1311, Sacramento, CA 95814 Ph. 916.653.5656 Fax 916.653.8102 <http://resources.ca.gov>

Baldwin Hills Conservancy • California Coastal Commission • California Coastal Conservancy • California Conservation Corps • California Tahoe Conservancy
Coachella Valley Mountains Conservancy • Colorado River Board of California • Delta Protection Commission • Delta Stewardship Council • Department of Boating & Waterways • Department of Conservation
Department of Fish & Game • Department of Forestry & Fire Protection • Department of Parks & Recreation • Department of Resources Recycling and Recovery • Department of Water Resources
Energy Resources Conservation & Development Commission • Native American Heritage Commission • Sacramento-San Joaquin Delta Conservancy • San Diego River Conservancy
San Francisco Bay Conservation & Development Commission • San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy • San Joaquin River Conservancy
Santa Monica Mountains Conservancy • Sierra Nevada Conservancy • State Lands Commission • Wildlife Conservation Board



**CITY COUNCIL
AGENDA REPORT**

TYPE OF ITEM: Report
AGENDA ITEM NO.: 3

DATE: March 6, 2018

TO: City Council

THROUGH: Scott Whitney
Interim City Manager

FROM: Rosemarie Gaglione
Public Works Director

Rosemarie Gaglione

SUBJECT: City-Wide Street Sweeping - Second Amendment to Agreement No. A-7659.
(5/5/5)

CONTACT: Rosemarie Gaglione, Public Works Director
rosemarie.gaglione@oxnard.org, 385-8055

RECOMMENDATION:

That City Council approve and authorize the Mayor to execute the Second Amendment to the Agreement with Venco Power Sweeping, Incorporated (Agreement No. A-7659) for City-wide street sweeping services, extending the original agreement from a four-year term expiring on March 31, 2018, to a six-year term expiring March 31, 2020, and increase the original contract total by \$1,186,000 for a new contract not to exceed of \$3,150,000.

BACKGROUND

Regular street sweeping is provided via contract on all City streets, alleyways, arterials and public parking lots at various intervals to maintain compliance with the City of Oxnard's National Pollution Discharge Elimination System (NPDES) permit and to enhance the City's appearance. Approximately 22,238 curb miles within the City of Oxnard are swept annually.

On December 16, 2013, the Public Works Department issued a Request for Bids (RFB) to qualified firms for street sweeping services. Venco Power Sweeping, Inc. (Venco) was determined to be the lowest responsible bidder among two qualified bids submitted. Venco has been in the business of municipal street sweeping since 1960 and has a service facility at 2400 Eastman Avenue in Oxnard. Venco has experienced managers and equipment operators who are

City-Wide Street Sweeping (5/5/5)

March 6, 2018

Page 2

familiar with the City of Oxnard and well trained in sweeping services and safety practices. Venco has and currently performs effective, dependable and safe street sweeping service for the City of Oxnard.

The existing Agreement provides for bi-weekly sweeping of residential streets, weekly sweeping of downtown streets and weekly to monthly sweeping of arterials and parking lots. The initial term of the Agreement began April 1, 2014, and continues through March 31, 2018.

In accordance with Section 1 of Exhibit A of the existing Agreement, Public Works staff recommends the City exercise its option to extend the Agreement with Venco for a period of two (2) additional years. This proposed Second Amendment will extend the Agreement from the current expiration date of March 31, 2018, through March 31, 2020. Execution of the Second Amendment represents the second of two (2) two-year extension options. Venco will continue to maintain the same rates for street sweeping services during the recommended term extension. The First Amendment to the Agreement was solely to extend the term of the original Agreement from March 31, 2016 to March 31, 2018.

Public Works staff recommends the Second Amendment with Venco based upon their performance to date. The following performance summary is provided in support of this recommendation:

- Venco has satisfactorily completed all scheduled sweeping operations on all routes, within the prescribed timeframes;
- Venco is proactive in working around weather and emergency events that are outside of the City's control;
- Venco has consistently provided quick response to requests for unscheduled sweeping and emergency spill clean-up;
- Venco has been effective in responding to resident concerns; and
- Venco staff is always available and willing to meet with City staff to address sweeping-related issues.

STRATEGIC PRIORITIES

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to establish, preserve and improve our infrastructure and natural resources through effective planning, prioritization, and efficient use of available funding.

FINANCIAL IMPACT

The Second Amendment will increase the term of the existing Agreement by two (2) years, extending the expiration date from March 31, 2018, to March 31, 2020. The total value of the agreement will increase by an additional \$1,186,000 to a new not to exceed total of \$3,150,000 for the proposed six-year term.

City-Wide Street Sweeping (5/5/5)

March 6, 2018

Page 3

Sufficient funds were budgeted and approved through the Adopted Fiscal Year 2017-18 Budget to cover the cost of street sweeping. The following table provides a breakdown of the budgeted funds that provide for street sweeping cost during the Fiscal Year 2017-18 period of the Second Amendment from April 1, 2018, through June 30, 2018:

Program – Fund	Account Number	Funding
Environmental Resources Enterprise Fund	631-6301-842-8209	\$72,400
Street Maintenance – State Gas Tax Fund	181-5704-803-8301	\$63,600
Transportation Parking Lot Maintenance – General Fund	101-5704-803-8301	\$8,600
Oxnard Transportation Center – Transportation Development Act Fund	213-3110-803-8209	\$550
Water Enterprise Fund	601-6010-842-8209	\$400
Facilities Maintenance Fund	735-7401-852-8209	\$2,300

The future costs of the contract term will be budgeted in FY 2018-19 and FY 2019-20.

ATTACHMENTS:

Attachment A - Second Amendment to Agreement No. A-7659

Agreement No. A-7659

SECOND AMENDMENT TO AGREEMENT FOR STREET SWEEPING SERVICES

This Second Amendment ("Second Amendment") to the Agreement for Street Sweeping Services ("Agreement") is made and entered into in the County of Ventura, State of California, this ____ day of _____, 2018, by and between the City of Oxnard, a municipal corporation ("City"), and Venco Power Sweeping, Inc. ("Contractor"). This Second Amendment amends the Agreement entered into on March 18, 2014, by City and Contractor. The Agreement previously has been amended on April 5, 2016, by a First Amendment.

City and Contractor agree as follows:

1. In Section 3 of the Agreement, the date "March 31, 2018" is removed and replaced with the date "March 31, 2020."
2. Section 7 (a) of the Agreement is removed in its entirety and replaced with the following:

"City agrees to pay Contractor for the services provided in Section 10, titled City of Oxnard Street Sweeping Contract Schedule of Work and Prices, subsections a, b, c, d, e, f and g of Exhibit A at the rates provided for therein for a total amount that shall not exceed \$3,150,000."

3. Section 8 (b) of the Agreement is removed in its entirety and replaced with the following:

"Contractor shall mail invoices for payment to: City of Oxnard – Environmental Resources Division, 111 South Del Norte Boulevard, Oxnard, California 93030, Attention: Todd Vasquez-Housley, Environmental Resources Division Manager."

4. Section 23 (b) of the Agreement is removed in its entirety and replaced with the following:

"Any notices to City may be delivered personally or by mail addressed to the City of Oxnard, Environmental Resources Division, 111 South Del Norte Boulevard, Oxnard, California 93030, Attention: Todd Vasquez-Housley, Environmental Resources Division Manager."

5. Section 29 ("Counterparts") is added to the Agreement to state the following:

"This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original and all of which, when taken together, shall be deemed to be one and the same agreement. A signed copy of this Agreement transmitted by email or by other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Agreement for all purposes."

6. In Section 9 of Exhibit A, of the Agreement, the number "20,047.30" is removed and replaced with "22,238.64".
7. In Section 10 (b) of Exhibit A of the Agreement, the wording "Attention: Mike Glenn" is removed.
8. In Section 10 of Exhibit A of the Agreement, the following subsections are added:

 "(f) Parking Lot No. 65, Oxnard Transportation Center at 201 East 4th Street in Oxnard, California shall be swept once per month for the amount of \$155.77 per sweep. Contractor shall mail invoice for payment to: City of Oxnard – City Manager's Office, 300 West Third Street, Oxnard, California 93030."

 "(g) Parking Lot No. 66, Water Campus at 251 South Hayes Avenue in Oxnard, California shall be swept once per month for the amount of \$112.50 per sweep. Contractor shall mail invoice for payment to: City of Oxnard – Water Division, 251 South Hayes Avenue, Oxnard, California 93030."
9. As so amended, the Agreement remains in full force and effect.

[Signatures on next page]

Agreement No. A-7659

IN WITNESS WHEREOF, the parties hereto have executed the Agreement on the date first written above.

CITY OF OXNARD

VENCO POWER SWEEPING, INC.

☒ Tim Flynn, Mayor _____ Date _____
 (if agreement is \$250,000.01 or more)
☐ Greg Nyhoff, City Manager (if agreement is \$25,000.01-\$250,000.00)
☐ Purchasing Agent (if agreement is up to \$25,000.00)

Bill Barrett _____ Date _____
 Bill Barrett, Board President

Todd Barrett _____ Date _____
 Todd Barrett, Assistant Secretary

ATTEST:

 Michelle Ascencion, City Clerk Date _____
 (if agreement is \$250,000.01 or more)

APPROVED AS TO FORM:

Stephen M. Fischer _____ Date 12/13/17
 Stephen M. Fischer, City Attorney
 (required for any agreement amount)

APPROVED AS TO CONTENT:

Todd Vasquez-Housley _____ Date 12-14-17
 (required for any agreement amount)

Thien Ng _____ Date 12/13/17
 Thien Ng
 Interim Public Works Director
 (if agreement is \$25,000.01 or more)

Ruth Osuna _____ Date 1/24/18
 Ruth Osuna, Assistant City Manager
 Rosemarie Gaglione, Public Works Director
 APPROVED AS TO AMOUNT:

Greg Nyhoff _____ Date _____
 (if agreement is \$250,000.01 or more)
 Scott Whitney, Interim City Manager/Police Chief

APPROVED AS TO INSURANCE:

Mike More _____ Date 1/29/18
 Mike More, Risk Manager
 (required for any agreement amount)

The City requires the following for any contract:

- For a corporation, the signatures of the Board President, CEO or Vice President and of the Board Secretary, Assistant Secretary, CFO or Assistant Treasurer;
- For an LLC, the signatures of at least two managers of the LLC; or
- For a partnership, the signature of a partner. If the partnership is a limited partnership, the signer must be a general partner.

If the company has a different structure, or if the above-listed persons are not the appropriate signers, please submit to the City Attorney legally-binding documentation stating who can sign and bind your company.

PLEASE DO NOT
 REMOVE THIS BOX

APPROVED AS TO CONTENT:

 Jesus Nava, Assistant City Manager

SECOND AMENDMENT TO AGREEMENT FOR STREET SWEEPING SERVICES



**CITY COUNCIL
AGENDA REPORT**

TYPE OF ITEM: Report
AGENDA ITEM NO.: 4

DATE: March 6, 2018

TO: City Council

THROUGH: Scott Whitney
Interim City Manager

FROM: Rosemarie Gaglione
Public Works Director

Rosemarie Gaglione

SUBJECT: Agreement with Solenis LLC for Polymer Supply to the Wastewater Treatment Plant. (5/5/5)

CONTACT: Rosemarie Gaglione, Public Works Director
rosemarie.gaglione@oxnard.org, 385-8055

RECOMMENDATION:

That City Council:

1. Award and authorize the Mayor to execute an Agreement with Solenis LLC in the amount of \$1,012,000 for a three (3) year term for the supply of Praestol K144L-371220 Polymer to the Wastewater Treatment Plant (Agreement No. 8172-17-PW).
2. Approve an appropriation of \$130,000 for the purchase of polymer in Account No. 621-6202-843.81-06.

BACKGROUND

Wastewater is water that has had its quality degraded by some type of human activity. Residential sources of wastewater include toilets, showers, sinks, and washing machines. Commercial sources of wastewater include food processing, manufacturing and oil production. Some materials in wastewater can be hazardous to human health and the environment. These materials must be treated at a wastewater treatment plant before being safely released.

Agreement with Solenis LLC for Polymer Supply to the Wastewater Treatment Plant (5/5/5)

March 6, 2018

Page 2

Oxnard's Wastewater Treatment Plant (OWTP), located at 6001 South Perkins Road, provides primary and secondary wastewater treatment. The OWTP currently treats approximately 19 million gallons of wastewater per day (mgd). The OWTP is a full wastewater secondary treatment facility.

As part of the wastewater treatment process, biosolids are generated. Biosolids are the organic matter that remains after wastewater is treated. Biosolids collected at the OWTP's primary clarifiers and secondary sedimentation tanks are processed by the digester to break down volatile organic materials to stabilize the biosolids. The digested biosolids are then dewatered using belt presses to reduce shipping weight prior being transported to a disposal site.

During the biosolids treatment processes, liquid emulsion polymers, such as Praestol K144L, are applied to thicken and dewater the biosolids. Currently the OWTP produces approximately 88 wet tons of biosolids per day after being dewatered to 15% dryness.

On September 26, 2017, the Public Works and Purchasing Departments issued a solicitation for bids for Polymer Supply and Delivery to the Oxnard Wastewater Treatment Plant. The solicitation was sent to ten (10) vendors, advertised in the Vida Newspaper and on the City's website. Bids closed on November 29, 2017. The bid process included three phases: 1) bench testing of the proposed polymers to verify performance, 2) full-scale belt press testing of the pre-qualified polymers (Full Scale Belt Press Test) to determine annual consumption and annual cost, and 3) receipt of bids from the vendors providing the qualified polymers. Three (3) vendors submitted polymer product and participated in the Full Scale Belt Press Test.

Based on the results of the testing, Solenis LLC was selected as the company that provides the best value in terms of overall cost based on product cost and performance. Additionally, the polymer provided by Solenis LLC (Praestol K144L) was the only product that passed the Full Scale Belt Press Test.

Polymer purchases are anticipated to be made over the three year term of the agreement as shown in the following table.

FY18	FY19	FY20	FY21	Total
\$129,744	\$337,333	\$337,333	207,590	\$1,012,000

STRATEGIC PRIORITIES

This agenda item is a routine operational item or does not relate to the four strategic plans adopted by City Council on May 17, 2016.

FINANCIAL IMPACT

Approval of this action would require an appropriation of \$130,000 for the purchase of polymer from Account No. 621-6202-843.81-06. The unaudited FY 2017/18 estimated undesignated,

Agreement with Solenis LLC for Polymer Supply to the Wastewater Treatment Plant (5/5/5)

March 6, 2018

Page 3

unreserved fund balance for the Wastewater Treatment Operating Fund is \$9 Million.

ATTACHMENTS:

Attachment A - Agreement No. 8172-17-PW

Attachment B - Budget Appropriation

Agreement No. 8172-17-PW

**AGREEMENT FOR TRADE SERVICES
(INCLUDES LIVING WAGE REQUIREMENTS EFFECTIVE FROM 7/1/17)**

THIS AGREEMENT FOR TRADE SERVICES ("Agreement") is entered into in Ventura County, California, this ____ day of _____, 2018, by and between the City of Oxnard ("City") and Solenis LLC ("Vendor"), subject to the following terms and conditions:

1. Vendor shall provide to City the following services, including providing all labor, materials and equipment therefor: Supply and delivery of Praestol K144L-371220 Polymer to the City of Oxnard Wastewater Treatment Plant (the "Services") as set forth in Exhibit B, attached hereto and incorporated herein by reference.

2. Vendor shall provide the Services during the term of this Agreement, as set forth in Section 3 below on an on-call basis according to the specifications and requirements shown in Exhibit B. Vendor shall be excused for delays resulting from causes beyond the control of Vendor.

3. This Agreement shall begin on _____, 2018, and shall end on June 30, 2021. City may terminate this Agreement at any time, with or without cause, by giving written notice to Vendor, specifying the effective date of termination. Unless City asserts that Vendor has breached the Agreement, City agrees to pay Vendor in full for the Services satisfactorily performed as of the effective date of termination, including any expenditures incurred on City's behalf, whether for the employment of third parties or otherwise. If City pays for any materials, City shall be entitled to the title and possession of such materials.

4. City shall pay Vendor an amount not to exceed \$1,012,000 for the Services performed during the term of this Agreement. Vendor's acceptance of final payment made pursuant to this Agreement shall constitute a release of City from all claims and liabilities for compensation to Vendor for anything completed, finished or relating to the Services. Vendor agrees that payment by City shall not constitute nor be deemed a release of the responsibility and liability of Vendor or its employees, subcontractors, agents and sub-vendors for the accuracy and competency of the information provided and/or the Services performed hereunder, nor shall such payment be deemed to be an assumption of responsibility or liability by City for any defect or error in the Services performed by Vendor, its employees, subcontractors, agents and sub-vendors. Vendor shall provide City with a completed Request for Taxpayer Identification Number and Certification, as issued by the Internal Revenue Service. If any sales tax is due for the Services performed by Vendor or materials or products provided to City by Vendor, Vendor shall pay the sales tax. City shall not reimburse Vendor for sales taxes paid by Vendor.

5. a. Vendor shall compensate any employee of Vendor who provides services under this Agreement in accordance with the Living Wage Policy, attached hereto and incorporated herein by reference as **Exhibit A**. While this Agreement is in effect, Vendor shall pay such employee no less than \$15.51 per hour for each hour that such employee provides services under this Agreement. This hourly rate shall be adjusted on July 1, 2018, and each July 1 thereafter, according to the percentage change in the Consumer Price Index, all items, prepared by the Bureau of Labor Statistics for the Los Angeles, Riverside, Orange County area relating to all

Agreement No. 8172-17-PW

urban consumers (CPI-U), index base 1967 + 100, comparing May of the previous year to May of the current year. In addition, while this Agreement is in effect, Vendor shall provide to such employee no less than 96 hours of paid leave per calendar year.

b. Vendor agrees to post, at a location readily accessible to those employees providing services to the City, a copy of the Living Wage Policy adopted by the Oxnard City Council on July 9, 2002, and effective October 1, 2002.

c. If Vendor fails to compensate such employee pursuant to the Living Wage Policy, the City Manager or designee shall terminate this Agreement on written notice to Vendor, effective immediately.

d. In addition, if Vendor fails to comply with the Living Wage Policy in any manner, Vendor shall pay to City a fine of \$500 and shall pay to any employee providing services under this Agreement a penalty of three times the amount or value of the compensation owed to such employee under the Living Wage Policy. Vendor shall pay such fine and penalty within 15 days after the City Manager or designee provides written notice to Vendor of the amount owed.

6. a. To the fullest extent permitted by law, Vendor shall (1) immediately defend; (2) indemnify; and (3) hold harmless City, its City Council, each member thereof, and its directors, officers, and employees (the "**Indemnified Party**") from and against all liabilities regardless of nature, type, or cause, arising out of or resulting from or in connection with Vendor's performance of this Agreement or Vendor's failure to comply with any of its obligations contained in this Agreement. Liabilities subject to the duties to defend and indemnify include, without limitation, all claims, losses, damages, penalties, fines, and judgments; associated investigation and administrative expenses; defense costs, including but not limited to reasonable attorneys' fees; court costs; and costs of alternative dispute resolution. Vendor's obligation to indemnify applies unless it is adjudicated that any of the liabilities covered by this Section are the result of the sole active negligence or sole willful misconduct of the Indemnified Party. If it is finally adjudicated that liability is caused by the comparative negligence or willful misconduct of the Indemnified Party, Vendor's indemnification obligation shall be reduced in proportion to the established comparative liability of the Indemnified Party.

b. The duty to defend is a separate and distinct obligation from Vendor's duty to indemnify. Vendor shall be obligated to defend, in all legal, equitable, administrative, or special proceedings, with counsel approved by the Indemnified Party immediately upon tender to Vendor of the claim in any form or at any stage of an action or proceeding, whether or not liability is established. An allegation or determination of negligence or willful misconduct by the Indemnified Party shall not relieve Vendor from its separate and distinct obligation to defend the Indemnified Party. The obligation to defend extends through final judgment, including exhaustion of any appeals. The defense obligation includes the obligation to provide independent defense counsel if Vendor asserts that liability is caused in whole or in part by the negligence or willful misconduct of the Indemnified Party. If it is finally adjudicated that liability was caused by the sole active negligence or sole willful misconduct of the Indemnified Party, Vendor may submit a claim to City for reimbursement of reasonable attorneys' fees and defense costs.

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c. The review, acceptance or approval of Vendor's work or work product by the Indemnified Party shall not affect, relieve or reduce Vendor's indemnification or defense obligations. This Section shall survive completion of the Services or termination of this Agreement. The provisions of this Section shall not be restricted by and do not affect the provisions of this Agreement relating to insurance.

7. Vendor shall continuously maintain adequate protection of all of Vendor's work from damage and shall protect the City's property from any and all injury or loss arising in connection with this Agreement. Vendor shall take all necessary precaution for the safety of employees on the job and shall comply with all applicable provisions of federal, state and municipal safety laws and building codes to prevent accidents or injury to persons on, about or adjacent to any premises where the work is being performed.

8. a. Vendor shall obtain and maintain during the performance of the Services under this Agreement the insurance coverages specified in **Exhibit INS-I**, attached hereto and incorporated herein by reference, issued by a company satisfactory to the Risk Manager, unless the Risk Manager waives, in writing, the requirement that Vendor obtain and maintain such insurance coverages.

b. Vendor shall, prior to performance of the Services, file with the Risk Manager evidence of insurance coverage as specified in **Exhibit INS-I**.

c. Maintenance of insurance coverages by Vendor is a material element of this Agreement. Vendor's failure to maintain or renew insurance coverages or to provide evidence of renewal may be considered a material breach of this Agreement.

9. In performing the Services under this Agreement, Vendor is an independent contractor. Vendor and Vendor's agents, employees, subcontractors and other persons acting on Vendor's behalf are not officers or employees of City.

10. Vendor shall not, without the written consent of City's Purchasing Officer, assign this Agreement, or any interest therein, or any money due thereunder.

11. In performing the Services under this Agreement, Vendor shall comply with all applicable laws, ordinances and regulations. Before performing the Services under this Agreement, Vendor shall obtain all required licenses and permits, including a City business tax certificate.

12. In the event of any conflict between the terms of the Agreement and any exhibits or other incorporated document(s), the terms of the Agreement shall control.

13. This Agreement may be amended only by a written document signed by both City and Vendor.

14. Any notices to Vendor may be delivered personally or by mail addressed to: Suzanne Brown, 3 Beaver Valley Road, Suite 500, Wilmington, DE 19803. Any notices to City

Agreement No. 8172-17-PW

may be delivered personally or by mail addressed to: David Lutz, Wastewater Operations Manager, City of Oxnard Wastewater Division, 6001 Perkins Road, Oxnard, CA 93033.

15. This Agreement constitutes the entire agreement of City and Vendor regarding the subject matter described herein and supersedes all prior communications, agreements and promises, either oral or written.

16. Vendor agrees that City or its auditors shall have access to and the right to audit and reproduce any of Vendor's relevant records to ensure that City is receiving all the Services to which City is entitled under this Agreement or for any other purpose relating to the Agreement. Vendor shall maintain and preserve all such records for a period of at least three years after the expiration of this Agreement, or until an audit has been completed and accepted by City. Vendor agrees to maintain all such records in City or to promptly reimburse City for all reasonable costs incurred in conducting the audit at a location other than in City, including but not limited to expenses for personnel, salaries, private auditor, travel, lodging, meals and overhead.

17. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original and all of which, when taken together, shall be deemed to be one and the same agreement. A signed copy of this Agreement transmitted by email or by other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Agreement for all purposes.

[Signatures on next page]

Agreement No. 8172-17-PW

IN WITNESS WHEREOF, the parties hereto have executed the Agreement on the date first written above.

CITY OF OXNARD

SOLENIS LLC

☒ Tim Flynn, Mayor
(if agreement is \$250,000.01 or more)
☐ Scott Whitney, Interim City Manager
(if agreement is \$25,000.01-\$250,000.00)
☐ Lisa Boerner, Purchasing Agent
(if agreement is up to \$25,000.00)

Date

Ed Connors 2/9/18
Ed Connors, Senior Vice President Date

Gary Walard 2/9/18
Gary Walard, Pricing Director Date

ATTEST:

Michelle Ascencion, City Clerk
(if agreement is \$250,000.01 or more)

Date

APPROVED AS TO FORM:

Stephen M. Fischer 2/7/18
Stephen M. Fischer, City Attorney
(required for any agreement amount)

Date

APPROVED AS TO CONTENT:

David Lutz 1/23/18
David Lutz, Project Manager
(required for any agreement amount)

Date

Thien Ng
Interim Public Works Director
(if agreement is \$25,000.01 or more)

Date

Rosemarie Gaglione,
Public Works Director

Date

APPROVED AS TO AMOUNT:

Scott Whitney, Interim City Manager
(if agreement is \$250,000.01 or more)

Date

APPROVED AS TO INSURANCE:

Mike More, Risk Manager
(required for any agreement amount)

Date

The City requires the following for any contract:

- For a corporation, the signatures of the Board President, CEO or Vice President and of the Board Secretary, Assistant Secretary, CFO or Assistant Treasurer;
- For an LLC, the signatures of at least two managers of the LLC; or
- For a partnership, the signature of a partner. If the partnership is a limited partnership, the signer must be a general partner.

If the company has a different structure, or if the above-listed persons are not the appropriate signers, please submit to the City Attorney legally-binding documentation stating who can sign and bind your company.

PLEASE DO NOT
REMOVE THIS BOX

EXHIBIT A**LIVING WAGE POLICY**

The Living Wage Policy of the City of Oxnard is hereby adopted by the City Council on July 9, 2002 to be effective October 1, 2002.

1. Pursuant to this Living Wage Policy, a service contractor shall pay those employees who provide services to the City under contract:
 - (a) Effective October 1, 2002, at least \$9.00 an hour for the time during which the employee is providing services to the City;
 - (b) Effective July 1, 2003, at least \$9.25 an hour for the time during which the employee is providing services to the City and 32 hours of paid leave per every calendar year in which an employee provides services to the City;
 - (c) Effective July 1, 2004, at least \$10.59 an hour for the time during which the employee is providing services to the City and 64 hours of paid leave per every calendar year in which an employee provides services to the City; and
 - (d) Effective July 1, 2005, at least \$12.22 an hour for the time during which the employee is providing services to the City and 96 hours of paid leave per every calendar year in which an employee provides services to the City.
2. The hourly rates established in Section 1 shall be adjusted July 1, 2006 and, each July 1 thereafter, according to the percentage change since July 1, 2005 in the Consumer Price Index prepared by the Bureau of Labor Statistics for the Los Angeles, Anaheim, Riverside area relating to all urban consumers.
3. A service contractor executing a service contract with the City for which the City will pay the contractor \$25,000 or more during the contract term shall be subject to the Living Wage Policy.
4. A service contractor executing more than one service contract with the City, and the combined monetary total of the payments by the City pursuant to such contracts is \$25,000 or more for the combined contract terms shall be subject to the Living Wage Policy.
5. This Living Wage Policy shall not govern the following types of contracts for: (a) the purchase, rental or lease of goods, products, equipment, supplies or other personal property; (b) public works projects as defined in State or local law; and (c) professional services.

Agreement No. 8172-17-PW

6. This Living Wage Policy shall not govern the following service contractors: (a) nonprofit entities organized under IRS Code section 501(c)(3); (b) public entities such as cities, counties, special districts, states and the federal government; and (c) businesses employing fewer than five persons.
7. The City Attorney is directed to include in all standard trade services contracts and all contracts involving unique trade services, the language set forth in **Exhibit 1** attached hereto and incorporated herein by this reference.
8. If a service contractor fails to comply with this Living Wage Policy, the City Manager is directed to terminate the subject service contract immediately and to impose appropriate fines and penalties as set forth in the service contract.
9. The City Manager and the City Attorney are responsible for the administration and enforcement, respectively, of the Living Wage Policy. If an employee of a service contractor governed by the Living Wage Policy concludes that he/she has been retaliated against for the exercise of rights under the Living Wage Policy, the employee should contact the City Manager at 385-7430.
10. The City Manager shall reasonably cooperate with representatives of the Ventura County Living Wage Coalition to ensure the effective administration and enforcement of the Living Wage Policy.
11. This Living Wage Policy may be changed only by City Council and only after a duly noticed public hearing.
12. The City Manager is directed to ensure that the City Council will review the Living Wage Policy as part of the FY 2003-2004/05 budget process.

Agreement No. 8172-17-PW

Exhibit 1

Living Wage Policy

Pursuant to the Living Wage Policy adopted July 9, 2002 by the City Council and effective October 1, 2002, the City Manager and City Attorney are directed to include the following language in all standard trade services contracts and all unique trade services contracts governed by the Living Wage Policy.

- A. Vendor shall compensate any employee of Vendor who provides services under this Agreement in accordance with the Living Wage Policy, attached hereto and incorporated herein by reference as Exhibit A. While this Agreement is in effect, Vendor shall pay such employee no less than \$15.51 per hour for each hour that such employee provides services under this Agreement. In addition, while this Agreement is in effect, Vendor shall provide to such employee no less than 96 hours of paid leave per calendar year.
- B. Vendor agrees to post, at a location readily accessible to those employees providing services to the City, a copy of the Living Wage Policy adopted by City Council on July 9, 2002 and effective October 1, 2002.
- C. If Vendor fails to compensate such employee pursuant to the Living Wage Policy, the City Manager or designee shall terminate this Agreement on written notice to Vendor, effective immediately.
- D. In addition, if Vendor fails to comply with the Living Wage Policy in any manner, Vendor shall pay to City a fine of \$500 and shall pay to any employee providing services under this Agreement a penalty of three times the amount or value of the compensation owed to such employee under the Living Wage Policy. Vendor shall pay such fine and penalty within 15 days after the City Manager or designee provides written notice to Vendor of the amount owed.

Agreement No. 8172-17-PW

**CITY OF OXNARD LIVING WAGE REQUIREMENTS
EFFECTIVE JULY 1, 2017**

- a. Vendor shall compensate any employee of Vendor who provides services under this Agreement in accordance with the Living Wage Policy, attached hereto and incorporated herein by reference as Exhibit 1. While this Agreement is in effect, Vendor shall pay such employee no less than **\$15.51 per hour** for each hour that such employee provides services under this Agreement. **This hourly rate shall be adjusted on July 1, 2018, and each July 1 thereafter, according to the percentage change in the Consumer Price Index**, all items, prepared by the Bureau of Labor Statistics for the Los Angeles, Riverside, Orange County area relating to all urban consumers (CPI-U), index base 1967 + 100, comparing May of the previous year to May of the current year. In addition, while this Agreement is in effect, Vendor shall provide to such employee no less than 96 hours of paid leave per calendar year.
- b. Vendor agrees to post, at a location readily accessible to those employees providing services to the City, a copy of the Living Wage Policy adopted by the Oxnard City Council on July 9, 2002 and effective October 1, 2002.
- c. If Vendor fails to compensate such employee pursuant to the Living Wage Policy, the City Manager or designee shall terminate this Agreement on written notice to Vendor, effective immediately.
- d. In addition, if Vendor fails to comply with the Living Wage Policy in any manner, Vendor shall pay to City a fine of \$500 and shall pay to any employee providing services under this Agreement a penalty of three times the amount or value of the compensation owed to such employee under the Living Wage Policy. Vendor shall pay such fine and penalty within 15 days after the City Manager or designee provides written notice to Vendor of the amount owed.
- e. The foregoing requirements are restated on pages 1 and 2 of the Agreement for Trade Services.

Agreement No. 8172-17-PW

EXHIBIT B**SUPPLY & DELIVERY OF POLYMER****CHEMICAL DESCRIPTION & PRICE**

<u>Polymer Type</u>	<u>Price per lb.</u>
PRAESTOL K144L - 371220	\$1.15/lb.

Note: Polymer to be delivered in bulk shipments and subject to all items and conditions set forth in Bid No. PW18-19.

EXHIBIT B
Page 1 of 1

Agreement No. 8172-17-PW

Exhibit INS-I

**INSURANCE REQUIREMENTS FOR VENDORS
(WHO DELIVER, INSTALL OR MAINTAIN PRODUCTS)**

1. Vendor shall obtain and maintain during the performance of any services under this Agreement the following insurance against claims for injuries to persons or damages to property which may arise from or in connection with the sale and delivery, installation or maintenance of products by vendor, its agents, representatives, or employees.

a. Commercial General Liability Insurance, including Contractual Liability, in an amount not less than \$1,000,000 combined single limit for bodily injury and property damage for each claimant for general liability with coverage equivalent to Insurance Services Office Commercial General Liability Coverage (Occurrence Form CG 0001). If a general aggregate limit is used, that limit shall apply separately to the project or shall be twice the occurrence amount;

b. Business Automobile Liability Insurance in an amount not less than \$1,000,000 combined single limit for bodily injury and property damage for each claimant for automobile liability with coverage equivalent to Insurance Services Office Automobile Liability Coverage (Occurrence Form CA0001) covering Code No. 1, "any auto;"

c. Workers' Compensation Insurance in compliance with the laws of the State of California, and Employer's Liability Insurance in an amount not less than \$1,000,000 per claimant.

2. Vendor shall, prior to performance of any services, file with the Risk Manager certificates of insurance with original endorsements effecting coverage required by this Exhibit INS-I. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements are to be on the attached forms or on other forms approved by the Risk Manager. All certificates and endorsements are to be received and approved by the Risk Manager before work commences. City reserves the right to require complete certified copies of all required insurance policies at any time. The certificates of insurance and endorsements shall be sent via email (or fax if necessary) to the Risk Manager, addressed as follows (do not send hard copies):

3.
City of Oxnard
Insurance Compliance
Reference No. 8172-17-PW
P.O. Box 100085 – OX
Duluth, GA 30096
Via Email: cityofoxnard@ebix.com
Via Fax: 678-259-1007

4. Vendor agrees that all insurance coverages shall be provided by a California admitted insurance carrier with an A.M. Best rating of A:VII or better and shall be endorsed to state that coverage may not be suspended, voided, canceled by either party, or reduced in coverage or limits without 30 days' prior written notice to the Risk Manager. The Risk Manager shall not approve or accept any endorsement if the endorsement contains "best effort" modifiers or if the insurer is relieved from the responsibility to give such notice.

5. Vendor agrees that the Commercial General Liability and Business Automobile Liability Insurance policies shall be endorsed to name City, its City Council, officers, employees and volunteers as additional insureds as respects: liability arising out of activities performed by or on behalf of vendor; products and completed operations of vendor; premises owned, occupied or used by vendor; or automobiles owned, leased, hired or borrowed by vendor. The coverage shall contain no special limitations on the scope of protection afforded to City, its City Council, officers, employees and volunteers. **The General Liability Special Endorsement Form and Automobile Liability Special Endorsement Form attached to this Exhibit INS-I or substitute forms containing the same information and acceptable to the Risk Manager shall be used to provide the endorsements (ISO form CG 2010 11/85 or if not available, CG 2010 with an edition date prior to 01/04 and CG 2037).**

6. The coverages provided to City shall be primary and not contributing to or in excess of any existing City insurance coverages (**this must be endorsed**). Additionally, the workers' compensation policy shall include a waiver of all rights of subrogation which the insurer may have against the City. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to City, its City Council, officers, employees and volunteers. The insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

7. Any deductibles or self-insured retentions must be declared to and approved by the Risk Manager. At the option of the Risk Manager, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects City, its City Council, officers, employees and volunteers, or the vendor shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

1/18

Agreement No. 8172-17-PW

INSTRUCTION FOR SUBMITTING INSURANCE CERTIFICATES AND ENDORSEMENT FORMS

Certificates of Insurance

The sample accord form on the following page is provided to facilitate your preparation and submission of certificates of insurance. You may use this or any industry form that shows coverage as broad as that shown on the attached sample. **Please note the certificate holder address must be as shown on the attached sample accord form with the contract number and insurance exhibit identification information completed.** Improperly addressed certificates may delay the contract start-up date because the City's practice is to return unidentifiable insurance certificates to the insured for clarification as to the contract number. **Cancellation provisions must be endorsed to the policy. Modifying the certificate does not change coverage or obligate the carrier to provide notice of cancellation.**

Endorsement Forms

Original endorsements are required for commercial general liability and business automobile liability insurance policies and must be attached to the applicable certificate of insurance. City preference is that you use the endorsement forms which are attached. Substitute forms will be accepted, however, as long as they include provisions comparable to the attached.

INS-1.doc

Agreement No. 8172-17-PW

ACORD CERTIFICATE OF INSURANCE

ISSUE DATE (MM/DD/YY)

PRODUCER

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

CODE

SUB-CODE

COMPANIES AFFORDING INSURANCE COVERAGE

INSURED

COMPANY

LETTER A

SPECIFY COMPANY NAMES IN THIS SPACE

COMPANY

LETTER B

COVERAGES

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED, NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	GENERAL LIABILITY [x] COMMERCIAL GENERAL LIABILITY [x] CLAIMS MADE [x] OCCUR [x] OWNER'S & CONTRACTOR'S PROT				GENERAL AGGREGATE \$1,000,000 PRODUCTS COMP/OP AGG \$1,000,000 PERSONAL & ADY INJURY \$1,000,000 EACH OCCURRENCE \$1,000,000 FIRE DAMAGE (Any one fire) \$ MED. EXPENSE (Any one person) \$
A	AUTOMOBILE LIABILITY [x] ANY AUTO [x] ALL OWNED AUTOS [x] SCHEDULED AUTOS [x] HIRED AUTOS [x] NON-OWNED AUTOS [x] GARAGE LIABILITY				COMBINED SINGLE LIMIT \$1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE \$
A	EXCESS LIABILITY UMBRELLA FORM OTHER THAN UMBRELLA FORM				EACH OCCURRENCE \$ AGGREGATE \$
A	WORKERS' COMPENSATION AND EMPLOYERS' LIABILITY				STATUTORY LIMITS EACH ACCIDENT \$1,000,000 DISEASE-POLICY LIMIT \$1,000,000 DISEASE-EACH EMPLOYEE \$1,000,000
A	OTHER				

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/RESTRICTIONS/SPECIAL ITEMS**CERTIFICATE HOLDER****CITY OF OXNARD****Attn: Insurance Compliance**

Reference No. _____

P.O. Box 100085 – OX**Duluth, GA 30096****Via Email: cityofoxnard@ebix.com****Via Fax: 678-259-1007****CANCELLATION**

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE COMPANY, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

Agreement No. 8172-17-PW

GENERAL LIABILITY SPECIAL ENDORSEMENT FOR THE CITY OF OXNARD (the "City")			SUBMIT IN DUPLICATE					
			ENDORSEMENT NO.	ISSUE DATE (MM/DD/YY)				
PRODUCER Telephone: _____ NAMED INSURED	POLICY INFORMATION: Insurance Company: _____ Policy No.: _____ Policy Period: (from) _____ (to) _____ LOSS ADJUSTMENT EXPENSE ☐ Included in Limits ☐ In Addition to Limits Deductible _____ Self-Insured Retention (check which) of \$ _____ with an Aggregate of \$ _____ applies to _____ coverage. ☐ Per Occurrence ☐ Per Claim (which) _____							
TYPE OF INSURANCE			CITY AGREEMENTS/PERMITS					
GENERAL LIABILITY COMMERCIAL GENERAL LIABILITY COMPREHENSIVE GENERAL LIABILITY OWNERS & CONTRACTORS PROTECTIVE			OTHER PROVISIONS Underwriter=s representative for claims pursuant to this insurance. CLAIMS: Name: _____ Address: _____ Telephone: () _____					
COVERAGES			LIABILITY LIMITS IN THOUSANDS \$ <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%; text-align: center;">EACH OCCURRENCE</th> <th style="width: 50%; text-align: center;">AGGREGATE</th> </tr> </thead> <tbody> <tr> <td style="height: 100px; vertical-align: top;"> GENERAL PRODUCTS/COMPLETED OPERATIONS PERSONAL & ADVERTISING INJURY FIRE DAMAGE _____ _____ _____ </td> <td></td> </tr> </tbody> </table>		EACH OCCURRENCE	AGGREGATE	GENERAL PRODUCTS/COMPLETED OPERATIONS PERSONAL & ADVERTISING INJURY FIRE DAMAGE _____ _____ _____	
EACH OCCURRENCE	AGGREGATE							
GENERAL PRODUCTS/COMPLETED OPERATIONS PERSONAL & ADVERTISING INJURY FIRE DAMAGE _____ _____ _____								
In consideration of the premium charged and notwithstanding any inconsistent statement in the policy to which this endorsement is attached or any endorsement now or hereafter attached thereto, insurance company agrees as follows:								
1. INSURED. The City, its officers, agents, employees and volunteers are included as insureds with regard to liability and defense of suits arising from the operations, products and activities performed by or on behalf of the named insured. 2. CONTRIBUTION NOT REQUIRED. As respects: (a) work performed by the named insured for or on behalf of the City; or (b) products sold by the named insured to the City; or (c) premises leased by the named insured from the City, the insurance afforded by this policy shall be primary insurance as respects the City, its officers, agents, employees or volunteers; or stand in an unbroken chain of coverage excess of the named insured's scheduled underlying primary coverage. In either event, any other insurance maintained by the City, its officers, agents, employees or volunteers shall be in excess of this insurance and shall not contribute with it. 3. SEVERABILITY OF INTEREST. This insurance applies separately to each insured against whom claim is made or suit is brought except with respect to the company's limits of liability. The inclusion of any person or organization as an insured shall not affect any right which such person or organization would have as a claimant if not so included. 4. CANCELLATION NOTICE. With respect to the interests of the City, this insurance shall not be canceled, or materially reduced in coverage or limits except after thirty (30) days prior written notice by receipted delivery has been given to the City. 5. PROVISIONS REGARDING THE INSURED'S DUTIES. Any failure to comply with reporting provisions of the policy or breaches or violations of warranties shall not affect coverage provided to the City, its officers, agents, employees or volunteers. 6. SCOPE OF COVERAGE. This policy, if primary, affords coverage at least as broad as: a. Insurance Services Office Commercial General Liability Coverage, "occurrence" form CG0001; or b. If excess, affords coverage which is at least as broad as the primary insurance form CG0001. Except as stated above nothing herein shall be held to waive, alter or extend any of the limits, conditions, agreements or exclusions of the policy to which this endorsement is attached.								
ENDORSEMENT HOLDER								
CITY OF OXNARD Attn: Insurance Compliance Reference No. _____ P.O. Box 100085 – OX Duluth, GA 30096 Via Email: cityofoxnard@ebix.com Via Fax: 678-259-1007			AUTHORIZED REPRESENTATIVE ☐ Broker/Agent ☐ Underwriter _____ I _____ (print/type name), warrant that I have authority to bind the above-mentioned insurance company and by my signature hereon do so bind this company to this endorsement. Signature _____ (original signature required) Telephone: () _____ Date Signed _____					

REQUEST FOR BUDGET APPROPRIATION

Department: Public Works
Project/Program
Manager: Rosemarie Gaglione

Date: March 6, 2018
Phone: x8055

Reason for Appropriation:

Appropriation funds for 8170-17-PW with Solenis LLC for polymer supply to the Wastewater Treatment Plant.

Accounts and Descriptions

AMOUNT

Fund: Wastewater Treatment Operating Fund (621)

Expenditures/Transfers Out

621-6202-843.81-06	OPERATING SUPPLIES / CHEMICALS	130,000
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Sub-total Expenditures	130,000
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Net Change to Fund Balance	(130,000)
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Net Appropriation Change	130,000
---------------------------------	----------------

Approvals

Department Director _____

Chief Financial Officer _____

City Manager _____

REQUIRES CITY COUNCIL AUTHORIZATION

BA# (Finance Use Only) _____

BA Doc# (Finance Use Only) _____

Rev _____

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CITY COUNCIL
AGENDA REPORT

TYPE OF ITEM: Report
AGENDA ITEM NO.: 5

DATE: March 6, 2018

TO: City Council

THROUGH: Scott Whitney
Interim City Manager

A handwritten signature in dark ink, appearing to read "S. Whitney".

FROM: Rosemarie Gaglione
Public Works Director

Rosemarie Gaglione

SUBJECT: Intelligent Transportation Systems Update (10/10/5)

CONTACT: Rosemarie Gaglione, Public Works Director
rosemarie.gaglione@oxnard.org, 385-8055

RECOMMENDATION:

That City Council receive an update on the City's Intelligent Transportation System.

BACKGROUND

In May 2008, the City of Oxnard finalized its Intelligent Transportation System (ITS) Master Plan, which established the roadmap for deployment of ITS strategies throughout the City. Since adoption, the City has installed approximately 38 miles of underground conduit with 32 miles of fiber optic cable, 6 miles of twisted-pair copper cable, and 38 fixed wireless links to connect all of the City's traffic signals to a central traffic management center (TMC).

Phase 1 deployment was completed in 2013 and included:

- Connected approximately 140 traffic signals;
- Replaced old and outdated traffic signal controllers with advanced traffic controllers (ATC);
- Installed and connected 18 closed-circuit television (CCTV) traffic cameras; and
- Installed and connected 16 video detection systems to the network.

Phase 2 deployment was completed in 2016 and included:

- Connected approximately 25 traffic signals;

- Replaced old and outdated traffic signal controllers with ATC; and
- Installed and connected 6 CCTV traffic cameras; and
- Connected three City buildings to the network.

CURRENT STATUS

The TMC is currently being utilized to identify and troubleshoot traffic signal and intersection lighting issues received by phone, 311 or routine monitoring. Using the centralized software, the Transportation Division is able to identify loop detector issues, video detection issues, traffic signal timing and coordination issues, and network issues. While the system has the ability to notify staff automatically of any problems in the field, the software is not currently set up to do so. Staff will be working with the contractor to program the software within the next three months.

During the recent activation of the emergency operations center, Public Works was able to view live feeds of CCTV cameras at the City's major intersections to monitor traffic issues. This capability is immensely valuable, especially in emergencies or other unforeseen events.

To date, the ITS has achieved 90% of the potential that was envisioned in 2008. Because technology has progressed so quickly, the City is only using about 50% of what is now possible with the most recent developments. Through careful planning and deployment, the City has a valuable asset that can grow and increase in value as technology continues to evolve.

This Transportation Policy Committee heard this item on February 22, 2018, and unanimously recommended that it be heard before the full City Council.

FUTURE PRIORITIES

The ITS network still partially consists of twisted-pair copper on the extreme portions of the City, especially north of U.S. 101. Twisted-pair copper is extremely low bandwidth (information is transmitted more slowly with copper) compared to fiber optic and creates a bottleneck for data back to the TMC. While traffic signals can be monitored and the timing updated remotely, our current software does not support the capability to dynamically change the timing at particular intersection or corridor. Therefore, future priorities for the City's ITS include:

- Replacing all twisted-pair copper with fiber optics (approximately 6 miles);
- Installing conduit to River Park by way of Wagon Wheel Road and Ventura Road to cross U.S. 101;
- Upgrading existing integration software to enhance existing capabilities, including centralized reporting of performance measures, tracking assets and inventory, and enabling connected vehicle infrastructure; and
- Deploying an adaptive traffic signal system to dynamically alter signal cycles, splits, and phasing to traffic demands on heavily traveled corridors.

Further enhancements and strategies that could be supported by the surplus bandwidth (additional data transmission capabilities) of the network include:

- Additional CCTV camera installations;
- Intersection vehicle detection enhancements;
- Transit priority using existing emergency vehicle preemption equipment;
- Smart-City initiatives to monitor intersection safety lighting;
- Data collection (Bluetooth) systems to monitor Average Daily Traffic (ADT) and corridor travel times in real time; and
- Dynamic message signs with real-time traffic information throughout the City.

STRATEGIC PRIORITIES

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to establish, preserve and improve our infrastructure and natural resources through effective planning, prioritization, and efficient use of available funding. This item supports the following goals and objectives:

Goal 4. Ensure proper construction and maintenance of infrastructure to provide maximum benefit with lowest life cycle cost following CIP plans.

FINANCIAL IMPACT

None at this time.