

This meeting is held pursuant to the State Emergency Services Act, the Governor's Emergency Declaration, and Governor's Executive Order N-29- 20 to allow members of the City Council or staff to participate via teleconference.

As a precautionary measure to help slow the spread of COVID-19, the City Council facilities are temporarily closed to the public. The public is encouraged to view the meeting from home on the City's website at Oxnard.org/city-meetings, Spectrum channel 10, Frontier channel 35, or YouTube at Youtube.com/oxnardnews. Video recordings are typically available online immediately following the meeting.

The public may provide comments to the Planning Commission via email at planning@oxnard.org no later than 3:00 p.m. on the day of the meeting. Please identify the meeting date and agenda item in the Subject line.

A telephone option for public comments is also available at this time. Requests to speak must be submitted no later than 3:00 p.m. on the day of the meeting. Use the form on the city's website to submit your request: Oxnard.org/city-meetings, or call the Planning Division Office at (805) 385-7878, or email your request to planning@oxnard.org.

AMENDED AGENDA - TRANSMITTAL MEMOS AND ERRATA MEMO ADDED TO ITEM F-1

CITY OF OXNARD PLANNING COMMISSION AGENDA

REGULAR MEETING

Council Chambers, 305 West Third Street

Thursday, July 1, 2021, 6:00 p.m.

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES

C. PUBLIC COMMENTS - On Items Not On The Agenda

At this time, a person may address the Planning Commission on matters within the jurisdiction of the Planning Commission, including information/consent items and any item not appearing on the agenda. The Chair shall limit public comments to three (3) minutes. The Planning Commission cannot take action on any item presented during public comments that is not on the agenda and such item may only be referred to the Commission Secretary. Persons wishing to speak on public hearing items should do so at the time of the public hearing.

D. CONSENT AGENDA

1. APPROVAL OF MINUTES – June 17, 2021

E. EX PARTE DECLARATIONS FOR PUBLIC HEARING ITEMS

F. PUBLIC HEARING

1. **Project Name: 2161 Etting Road Apartment Modifications** - Planning and Zoning Permit Nos. 21-550-02 (Major Modification to PZ 15-200-01 (Development Design Review - All Affordable Housing Opportunity Program "AAHOP") and 18-535-02 (Density Bonus Permit)) and 21-535-05 (Density Bonus Permit). The Project includes modifications to a previously approved 100 percent affordable apartment project developed under the All-Affordable Housing Opportunity Program (AAHOP) to increase the number

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in a meeting, you should contact the office of the City Clerk at (805) 385-7803. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to the meeting.

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

of units from 42-units to 58-units. The modified project would allow for the construction of an all affordable 58-unit apartment complex with associated site improvements on a 1.98 acre site and adjacent infrastructure improvements offsite. The complex would include three 3-story buildings with one to three bedroom units ranging between 753 and 1,148 square feet in size, a community room, onsite laundry room, onsite management office, and veteran and farm worker services. Additional onsite amenities include outdoor recreational areas for residents. The Project also includes a request for the ministerial approval of a Density Bonus Permit to allow for a 20 percent Density Bonus to increase the maximum number of units from 48-units to 58-units and to waive, reduce or modify ten development standards related to projections into the front yard setback, open space requirements, storage, balcony size, parking, and parking lot design. The Project will be a 100 percent affordable project and is proposing a mix of veteran and farm worker housing. The Project site is located at 2161 Etting Road (APN: 225-0-014-020) within the Residential Low-Medium land use designation and the Multi-Family Affordable Housing (R-2-AH) zone district. Filed by Gustavo Almarosa, of Cabrillo Economic Development Corporation, the Applicant and Owner, 702 County Square Drive, Suite 200, Ventura, CA 93003.

City Staff: Joe Pearson II, Senior Planner

Recommendation: That the Planning Commission

- a) Find the Project to be Categorically Exempt from the California Environmental Quality Act (CEQA), pursuant to Sections 15332 (In-fill Development Projects) of the CEQA Guidelines; and
- b) Adopt Resolution 2021-XX approving Planning and Zoning Permit No. 21-550-02 (Major Modification to PZ 15-200-01 (Development Design Review - All Affordable Housing Opportunity Program “AAHOP”) and 18-535-02 (Density Bonus Permit)) and 21-535-05 (Density Bonus Permit), subject to certain findings and conditions.

Please click the following link to view the required Measure M pre-recorded presentation video: <https://youtu.be/jTN1loBA3So>

G. STUDY SESSION/REPORTS

H. PLANNING COMMISSION BUSINESS

I. COMMUNITY DEVELOPMENT STAFF UPDATES

J. ADJOURNMENT

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FUTURE MEETINGS

Thursday, July 15, 2021, 6:00 p.m., City Council Chambers

RULES AND PROCEDURES (BYLAWS) SUBCOMMITTEE MEETING

Council Chambers, 305 West Third Street

Thursday, July 1, 2021, 6:00 p.m. immediately following the close of the Planning Commission meeting

A. ROLL CALL**B. PUBLIC COMMENTS - On Items Not On The Agenda**

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C. STUDY SESSION/REPORTS**1. Project Name: Rules and Procedures (Bylaws) Discussion**

City Staff: Scott Kolwitz, Planning and Environmental Services Manager

Ken Rozell, Chief Assistant City Attorney

Recommendation: That the Planning Commission Rules and Procedures (Bylaws) Subcommittee review and suggest revisions to the Rules and Procedures of the Planning Commission in preparation of reporting its findings and recommendations to the Planning Commission by August 5, 2021.

D. ADJOURNMENT**FUTURE MEETINGS**

Thursday, July 15, 2021, 6:00 p.m. immediately following the close of the Planning Commission meeting, City Council Chambers

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in a meeting, you should contact the office of the City Clerk at (805) 385-7803. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to the meeting.

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MINUTES
OXNARD PLANNING COMMISSION
REGULAR MEETING
June 17, 2021 Minutes
DRAFT

A. ROLL CALL

1. At 6:00 p.m., the regular meeting of the Oxnard Planning Commission convened in the Council Chambers. Chair Chavez announced pursuant to Governor Newsom's Executive Order N-29-20, members of the Planning Commission or staff may participate in meetings via teleconference.
2. Chair Chavez (via videoconference), Vice Chair Arruejo (via videoconference), Commissioners Connelly (via videoconference), Lopez (via videoconference), Meyer (via videoconference), Nash (via videoconference), and Sanchez (via videoconference) were present.
3. Staff members present were: Scott Kolwitz, Planning & Environmental Services Manager; Jay Dobrowalski, Senior Planner; Ken Rozell, Chief Assistant City Attorney; Jessica Monterroso, Administrative Secretary and Dee Lai, Recording Secretary.
4. Chair Chavez presided and called the meeting to order.
5. Scott Kolwitz, Planning & Environmental Services Manager, introduced a new City team member, Jessica Monterroso, Administrative Secretary, to the Planning Commission.

B. PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES

1. Commissioner Connelly led the pledge of allegiance.

C. PUBLIC COMMENTS - On Items Not On The Agenda

1. None.

D. CONSENT AGENDA

1. APPROVAL OF MINUTES - June 3, 2021

MOTION: Commissioner Meyer moved and Commissioner Lopez seconded a motion to approve the minutes of June 3, 2021 as submitted.

VOTE: Chair Chavez, Vice Chair Arruejo, Commissioners Connelly, Lopez, Meyer, Nash, and Sanchez voted in favor. Commissioner Sanchez abstained. The motion carried 6:0:0:1:0¹.

¹ In Favor: Against: Absent: Abstain: Recused

E. EX PARTE DECLARATIONS FOR PUBLIC HEARING ITEMS

1. None of the Planning Commissioners had any ex parte communications to report for Item F-1.

F. PUBLIC HEARING

1. **Project Name: SCE Mandalay Substation Removal** - Planning and Zoning Permit No. 20-400-04 (Coastal Development Permit). The applicant proposes to remove equipment associated with the Mandalay 220 kV Substation and replace with limited backfill materials located at North Harbor Boulevard approximately 0.75 miles south of Gonzales Road (APNs: 183-0-022-01, 183-0-022-02, 183-0-022-03, 183-0-021-01, 183-0-021-02, and 183-0-021-03) within the Coastal Energy Facilities (EC) zone. Filed by Kimberly Cuevas, Southern California Edison, 2244 Walnut Grove Avenue GO-1 Quad 2C, Rosemead, California 91770.

City Staff: Jay Dobrowalski, Senior Planner

Recommendation: That the Planning Commission

- a) Find the Project to be Categorically Exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) pursuant to Section 15302 (Class 2, Replacement or Reconstruction) of the CEQA Guidelines; and
- b) Adopt Resolution 2021-12 approving Planning and Zoning Permit No. 20-400-04 (Coastal Development Permit), subject to certain findings and conditions.

Jay Dobrowalski, Senior Planner, provided the required Measure M pre-recorded presentation video outlining the request which was posted with the agenda: https://youtu.be/0G7887_7Np0

The applicant team Kimberly M. Cuevas (Southern California Edison, Environmental Project Manager) and Jane Steven (Environmental Intelligence, LLC, Project Manager/Senior Biologist) did not provide any presentation but were available for questions.

Chair Chavez opened the public comments portion of the public hearing.

No public verbal or written comments were received in support of or against Item F-1.

Chair Chavez closed the public comments portion of the public hearing.

Discussion ensued among the Commissioners and staff about several topics, including: staff recommendation to delete Condition number 18; whether the Mandalay Generating Facility is operable; if this project is the first step to retire the entire Mandalay Generation Facility; Southern California Edison's plans for new development on the land after substation is decommissioned; the biology report's content and the project's restoration plan; and Condition number 22 regarding construction times.

MOTION: Commissioner Nash moved and Commissioner Lopez seconded a motion to approve the SCE Mandalay Substation Removal as submitted, finding the Project Project to be Categorically Exempt from environmental review pursuant to Section 15302 (Class 2, Replacement or Reconstruction) of the CEQA Guidelines; and adopt Resolution 2021-12 approving Planning and Zoning Permit No. 20-400-04 (Coastal Development Permit), subject to certain findings and conditions with the following edit:

1. Planning Division Condition number 18 shall be deleted:
~~Condition 18. Prior to issuance of building permits, Developer shall execute and deliver to the City Attorney an Easement Deed, in a form satisfactory to the City Attorney, unconditionally granting to the City of Oxnard an easement to use and maintain the land west of the most westerly structural member of the subject property as a public lateral accessway to and along the Pacific Ocean. Building permits shall not be issued until the Mayor signs a Certificate of Acceptance of the Easement Deed and both such documents are recorded in the office of the Ventura County Recorder.~~

VOTE: Chair Chavez, Vice Chair Arruejo, and Commissioners Connelly, Lopez Meyer, Nash, and Sanchez voted in favor. The motion carried 7:0:0:0:0
²

G. STUDY SESSION/REPORTS

1. None

H. PLANNING COMMISSION BUSINESS

1. Commissioner Meyer announced that California officially reopened! The community should be proud of our collective effort. More information can be found on the State's website at <https://covid19.ca.gov/>.
2. Vice Chair Arruejo acknowledged receipt of the Conflict of Interest maps and asked some general questions about how the Commissioners are to utilize the maps.
3. Chair Chavez announced the 30th anniversary of the Juneteenth event will be held virtually on Saturday, June 19, 2021 and more information can be found on the website at <https://www.juneteenthoxnard.org/>. Chair Chavez also wished everyone a happy Father's Day.

² In Favor: Against: Absent: Abstain: Recused

I. COMMUNITY DEVELOPMENT STAFF UPDATES

1. Scott Kolwitz, Planning & Environmental Services Manager announced:
 - i. On June 15, 2021, City Hall reopened to the public from 8:00 a.m. to 12:00 p.m. (noon). Masks and social distancing are required at City Hall. No in-person Planning Commission meetings are yet scheduled.
 - ii. The next planning Commission meeting is scheduled for July 1, 2021 at 6:00 p.m.

J. ADJOURNMENT

1. At 6:39 p.m., the Planning Commission concurred to adjourn.

FUTURE MEETINGS

Thursday, July 1, 2021, 6:00 p.m., City Council Chambers

RULES AND PROCEDURES (BYLAWS) SUBCOMMITTEE MEETING

Council Chambers, 305 West Third Street

Thursday, June 17, 2021, 6:00 p.m. immediately following the close of the Planning Commission meeting

A. ROLL CALL

1. At 6:44 p.m., the Planning Commission Rules and Procedures (Bylaws) Subcommittee meeting of the Oxnard Planning Commission convened in the Council Chambers.
2. Chair Chavez (via videoconference), Vice Chair Arruejo (via videoconference), and Commissioners Connelly (via videoconference) were present.
3. Staff members present were: Scott Kolwitz, Planning & Environmental Services Manager; Ken Rozell, Chief Assistant City Attorney; Jessica Monterroso, Administrative Secretary and Dee Lai, Recording Secretary.

B. STUDY SESSION/REPORTS

1. **Project Name: Rules and Procedures (Bylaws) Discussion**
City Staff: Scott Kolwitz, Planning and Environmental Services Manager
Ken Rozell, Chief Assistant City Attorney

Recommendation: That the Planning Commission Rules and Procedures (Bylaws) Subcommittee review and suggest revisions to the Rules and Procedures of the Planning Commission in preparation of reporting its findings and recommendations to the Planning Commission by August 5, 2021.

Discussion ensued among the members of the Bylaws subcommittee and staff regarding proposed amendments to the Rules and Procedures (Bylaws) to be presented and approved by the full Planning Commission on August 5, 2021. The subcommittee discussed the Bylaws line by line and made it halfway through the document.

C. ADJOURNMENT

1. At 8:50 p.m, the Planning Commission Rules and Procedures (Bylaws) Subcommittee concurred to adjourn.

FUTURE MEETINGS

Thursday, July 1, 2021, 6:00 p.m. immediately following the close of the Planning Commission meeting, City Council Chambers

Daniel Chavez Jr.,
Chair

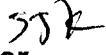
ATTEST _____
Scott Kolwitz,
Planning & Environmental Services Manager

MEMORANDUM

Agenda Item No.: F.1

Date: June 29, 2021

To: Planning Commission

From: Joe Pearson II, Senior Planner (805) 385-8272
Scott Kolwitz, Planning & Environmental Services Manager 

Subject: Transmittal Memo No. 1 – 2161 Etting Road Apartment Modifications

- Planning and Zoning Permit Nos. 21-550-02 (Major Modification to PZ 15-200-01 (Development Design Review - All Affordable Housing Opportunity Program “AAHOP”) and 18-535-02 (Density Bonus Permit)) and 21-535-05 (Density Bonus Permit). The Project includes modifications to a previously approved 100 percent affordable apartment project developed under the All-Affordable Housing Opportunity Program (AAHOP) to increase the number of units from 42-units to 58-units. The modified project would allow for the construction of an all affordable 58-unit apartment complex with associated site improvements on a 1.98 acre site and adjacent infrastructure improvements offsite. The complex would include three 3-story buildings with one to three bedroom units ranging between 753 and 1,148 square feet in size, a community room, onsite laundry room, onsite management office, and veteran and farm worker services. Additional onsite amenities include outdoor recreational areas for residents. The Project also includes a request for the ministerial approval of a Density Bonus Permit to allow for a 20 percent Density Bonus to increase the maximum number of units from 48-units to 58-units and to waive, reduce or modify ten development standards related to projections into the front yard setback, open space requirements, storage, balcony size, parking, and parking lot design. The Project will be a 100 percent affordable project and is proposing a mix of veteran and farm worker housing. The Project site is located at 2161 Etting Road (APN: 225-0-014-020) within the Residential Low-Medium land use designation and the Multi-Family Affordable Housing (R-2-AH) zone district. Filed by Gustavo Almarosa, of Cabrillo Economic Development Corporation, the Applicant and Owner, 702 County Square Drive, Suite 200, Ventura, CA 93003.

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
214 SOUTH C STREET
OXNARD, CALIFORNIA 93030



Subsequent to the release of the Staff Report, staff has received a request to post the Focused Monarch Butterfly Assessment referenced in the Project staff report (attached).

Attachment

- A. Focused Monarch Butterfly Assessment, Etting Road Apartment Project, SWCA
Project No. 0067397-000-PAS



51 West Dayton Street
Pasadena, California 91105
Tel 626.240.0587 Fax 626.240.0607
www.swca.com

TECHNICAL MEMORANDUM

To: Gustavo Almarosa
Director of Real Estate Development
Cabrillo Economic Development Corporation
702 County Square Drive
Ventura, California 93003-5450

From: Jackie Worden, Senior Biologist/Natural Resources Project Manager

Date: June 14, 2021

Re: Focused Monarch Butterfly Assessment, Etting Road Apartment Project
SWCA Project No. 0067397-000-PAS

INTRODUCTION & SCOPE

Cabrillo Economic Development Corporation (applicant) proposes to construct a 58-unit apartment complex on the approximately 1.97-acre vacant lot located at 2161 Etting Road near E. Pleasant Valley Road in the City of Oxnard (City), California (Assessor Parcel Number 225-0-014-02). Fourteen of the 29 existing blue gum eucalyptus trees (*Eucalyptus globulus*) along the parcel borders would be removed.

The city required a biological assessment of the Project Site's potential to provide monarch butterfly (*Danaus plexippus*) habitat and the project's methods to offset adverse impacts due to the removal of blue gum eucalyptus trees on the property. Item 15 of the City's Development Advisory Committee minutes states:

*"A biologist report analyzing the potential monarch habitat on site and identifying how the elements being included in the project landscaping will offset the loss of the eucalyptus trees will be required. The biologist shall also review and approve the landscape plan. (Advisory Comment)."*¹

This memorandum provides the findings of a focused assessment of potential monarch butterfly habitat on Project Site and a review of the proposed landscape plan.

METHODS

Literature Search

SWCA biologists reviewed published literature and on-line databases to discover the current knowledge of monarch butterfly biology and conservation, as well as documented overwintering sites in the vicinity of the Project Site. Key resources included the Xerces Society for Invertebrate Conservation (Xerces; www.xerces.org), Monarch Watch (www.monarchwatch.org/), and the Western Monarch Count on-line

¹ City of Oxnard. April 28, 2021. P#'s 21-550-02 (MJMD) & 21-535-05 (DB) – DAC Minutes Etting Road Apartments, 2161 Etting Road.

overwintering site interactive map.² Additionally, the City's General Plan was reviewed for applicable policies for the protection of special-status biological resources.³

Field Survey

SWCA Senior Biologist Jackie Worden conducted a field survey of the Project Site on May 26, 2021. The entire site was visually and aurally surveyed, species identified, and general conditions noted.

FINDINGS

Regulatory Setting

Monarch butterfly overwintering populations were listed as candidates for endangered species status by the U.S. Fish & Wildlife Service in 2020 under the federal Endangered Species Act (overwintering aggregations). As such, this insect is afforded all the protection of a fully listed species.

Environmental Resource policy ER 3.2 of the City's General Plan requires review of development proposals for compliance with federal, state and local statutes protecting special-status species. Goal ER-4 speaks to the protection of such habitats and resources. Goal ER-10 focuses on appropriate landscape practices.

Monarch Biology Summation

In southern California, monarch butterfly adults are present year-round, with population numbers expanding during the winter (historically November through January) when overwintering aggregations form. The adult insects utilize a wide range of native and non-native plants for nectar. Mating generally occurs in the spring and summer, followed by females laying eggs on milkweed plants (*Asclepias* species). Multiple generations are produced in the spring and summer, with the fall generation migrating to overwintering sites. Monarch larvae (caterpillars) only eat plants in the milkweed genus (*Asclepias*) and related genera from which they derive energy and chemical protection from predation by accumulating cardenolides. Consumption of this chemical makes the larvae toxic, creating an important defense mechanism.

Population Trends

Regular monarch overwintering population surveys have been conducted annually since 1997 through the Xerces Society's Western Monarch Thanksgiving County. A second annual count began in 2016, known as the New Year's Count. The former records monarch numbers at 246 sites; the latter at 149 sites. Xerces reports that monarch populations have been declining since the early 1990's, with data analysis indicating a 74% decline since 1997 and a 99.9% drop in numbers from the 1980's.⁴

According to Xerces, the loss of native milkweed, the planting of native milkweed where none occurred historically, the planting of non-native milkweeds, and herbicide use are contributing to a reduction in monarch populations.

Of particular concern is the popularity and widespread commercial availability of non-native tropical milkweed (*Asclepias curassavica*), which flowers throughout the winter months. It is detrimental to

² <https://www.westernmonarchcount.org/overwintering-site-management-and-protection/>

³ City of Oxnard California. Adopted October 2011. *2030 General Plan Goals and Policies*. Includes amendments through December 2016. Development Service Department Planning Division.

⁴ <https://www.westernmonarchcount.org/data/>

monarchs because it harbors higher loads of OE (*Ophryocystis elektroscirrha*), a parasitic protozoan fatal to monarchs. Because tropical milkweed does not die back in the winter, the spores of the parasite persist, resulting in higher transmission of OE spores, increasing the parasitic infection of monarchs.

Overwintering Sites

Adult monarch form overwintering aggregations in large mature trees groves, often blue gum (*Eucalyptus*) trees as well as Monterey and Sargent cypress (*Hesperocyparis* [*Cupressus*] *macrocarpa*; *H. sargentii*), Monterey pine (*Pinus radiata*) and, less commonly, other native trees including western sycamore (*Platanus racemosa*) and coast redwood (*Sequoia sempervirens*).

Suitable overwintering sites must contain several specific elements which together form the correct microclimate conditions. According to Xerces, the majority of overwintering sites are at low elevations (<200-300 feet), within about 1.5 miles of the ocean, and contain specific microclimate elements such as moderate temperatures, wind protection, dappled shade, high humidity, available fresh water, and fall-winter blooming nectar sources, all surrounded or partially enclosed by large tree groves or windrows.

Project Site Monarch Habitat Assessment

The Project Site is vacant with a large unvegetated area and the remainder vegetated with non-native plants. The substrate of the former comprises gravel and highly compacted soil. Trash and remnants of illegal camping were present near the eastern parcel boundary. Non-native invasive Hottentot fig/ice plant (*Carpobrotus edulis*) dominated the vegetation, covering the majority of the ground surface. Only non-native plants were encountered, including brome grasses (*Bromus* species), wild oat (*Avena* sp.), tumbleweed (*Salsola* sp.), and tree tobacco (*Nicotiana glauca*). Mature blue gum trees are present along the northern boundary along E. Pleasant Valley Road, the southern boundary along Etting Road, and the eastern parcel boundary.

Project Site Overwintering

There is no monarch habitat on the Project Site, other than marginal nectar sources. The subject property contains the necessary large trees in windrows for overwintering, but none of the other required elements such as nectar sources for adults, milkweed for larvae, water, wind protection, or proximity to the ocean (the site is approximately 2.7 miles from the ocean). As such, the Project Site does not support overwintering aggregations of monarch butterflies.

The Western Monarch Count has monitored the Project Site and adjacent areas for years, defining the location as Site ID 3146, Blue Gum Grove Site, Oxnard. The map below shows the boundaries of the site on their on-line mapping tool (Project Site in the center).



Monarch count data for this site yielded the following results:

Site ID	3146
County	Ventura
Site Name	Blue Gum Grove Site, Oxnard
Latitude	34.162506
Longitude	-119.148581
Year2010	NC
Year2011	NC
Year2012	NC
Year2013	NC
Year2014	NC
Year2015	0
Year2016	NC
Year2017	2
Year2018	6
Year2019	0

Proposed Landscape Plan

The landscape plan proposed for the Project Site incorporates native, cultivar, and non-native landscape plant species suitable for adult monarch nectaring and native milkweed for larval support.

The landscape plan include two species of native milkweed, narrow leaf (*A. fascicularis*) and showy (*A. speciosa*). Both species are appropriate for use on the Project Site. The Xerces Society recommends that

native milkweed should not be planted within 1 mile of the coast from Santa Barbara south, nor 5 miles of the coast north of Santa Barbara, because these areas are generally outside the historic distribution of milkweed. Milkweed planted too close to overwintering locations may interfere with normal migration and overwintering patterns. Because the subject property is well over 2 miles from the coast, installation of these native milkweeds is acceptable.

Native plants and native cultivars included in the landscape plan that are beneficial nectar sources for many species of butterflies including monarch comprise common yarrow (*Achillea millefolium californica*), scarlet bugler (*Penstemon centranthifolius*), island verbena cultivar (*Verbena lilacina* 'de la Mina') and coyote mints (*Monardella* species),

Some of the plants included in the landscape plan are winter-flowering species, such as gum trees (*Eucalyptus* species) and cajeput/paperbark tree (*Melaleuca quinquenervia*). Although not native, winter flowering trees provide nectar sources during seasons when other nectar sources are less common.

Appendix A provides a list of recommended native (and native cultivar) plants beneficial as nectar sources. Some of these have already been incorporate into the landscape plan.

CONCLUSIONS

The Project Site does not currently provide habitat for monarch butterflies, although monarchs may occasionally visit the site. The property does not provide monarch overwintering habitat.

The landscape plan is acceptable as proposed.

APPENDIX A: RECOMMENDED MONARCH NECTAR PLANTS FOR LANDSCAPING

SCIENTIFIC NAME	COMMON NAME	ORIGIN
<i>Achillea millefolium</i>	Yarrow*	N
<i>Acmispon glaber</i>	Deerweed	N
<i>Agastache species</i>	Hyssop*	I
<i>Arctostaphylos species</i>	Manzanitas*	N
<i>Baccharis pilularis</i>	Coyote bush*	N
<i>Bidens laevis</i>	Beggartick*	I
<i>Ericameria eriocoides</i>	Mock heather	N
<i>Erigeron glaucus</i>	Seaside fleabane*	N
<i>Grindelia camporum</i>	Gumplant	N
<i>Monardella odoratissima</i>	Mountain monardella	N
<i>Monardella villosa</i>	Coyote mint	N
<i>Rubus ursinus</i>	California blackberry	N
<i>Salix species</i>	Willows	N
<i>Salvia mellifera</i>	Black sage	N
<i>Solanum species</i>	Nightshade	N/I
<i>Symphotrichum chilense</i>	California aster	N
<i>Verbena lasiostachys</i>	Vervain*	N

Notes

Origin: N = native; I = introduced

*Cultivars available

MEMORANDUM

Agenda Item No.: F.1

Date: July 1, 2021

To: Planning Commission

From: Joe Pearson II, Senior Planner (805) 385-8272
Scott Kolwitz, Planning & Environmental Services Manager 

Subject: Transmittal Memo No. 2 – 2161 Etting Road Apartment Modifications
- Planning and Zoning Permit Nos. 21-550-02 (Major Modification to PZ 15-200-01 (Development Design Review - All Affordable Housing Opportunity Program “AAHOP”) and 18-535-02 (Density Bonus Permit)) and 21-535-05 (Density Bonus Permit). The Project includes modifications to a previously approved 100 percent affordable apartment project developed under the All-Affordable Housing Opportunity Program (AAHOP) to increase the number of units from 42-units to 58-units. The modified project would allow for the construction of an all affordable 58-unit apartment complex with associated site improvements on a 1.98 acre site and adjacent infrastructure improvements offsite. The complex would include three 3-story buildings with one to three bedroom units ranging between 753 and 1,148 square feet in size, a community room, onsite laundry room, onsite management office, and veteran and farm worker services. Additional onsite amenities include outdoor recreational areas for residents. The Project also includes a request for the ministerial approval of a Density Bonus Permit to allow for a 20 percent Density Bonus to increase the maximum number of units from 48-units to 58-units and to waive, reduce or modify ten development standards related to projections into the front yard setback, open space requirements, storage, balcony size, parking, and parking lot design. The Project will be a 100 percent affordable project and is proposing a mix of verteran and farm worker housing. The Project site is located at 2161 Etting Road (APN: 225-0-014-020) within the Residential Low-Medium land use designation and the Multi-Family Affordable Housing (R-2-AH) zone district. Filed by Gustavo Almarosa, of Cabrillo Economic Development Corporation, the Applicant and Owner, 702 County Square Drive, Suite 200, Ventura, CA 93003.

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
214 SOUTH C STREET
OXNARD, CALIFORNIA 93030



Subsequent to the release of the Staff Report, staff has received 1 communication from the public concerning the proposed project (attached).

Staff has reviewed the email and will provide a response as necessary.

Attachment

- A. Email "Opposing certain items on Thursdays Planning Commission Agenda Item F1" from Ana Carrillo received July 1, 2021.



Pearson II, Joe <joe.pearson@oxnard.org>

Fwd: [Ask Planning Action] opposing certain items on Thursdays Planning Commission Agenda Item F1

Lai, Dee <dee.lai@oxnard.org>

Thu, Jul 1, 2021 at 8:47 AM

To: Dee Lai <dee.lai@oxnard.org>

Cc: "Kolwitz, Scott" <scott.kolwitz@oxnard.org>, "Rozell, Kenneth" <kenneth.rozell@oxnard.org>, Joe Pearson II <Joe.pearson@oxnard.org>

Hello Commissioners,

Please see the email below we received today regarding public comment for agenda item F-1.

Regards,

Dee Lai | Administrative Secretary III**Community Development Department**

214 S C Street | Oxnard, CA 93030

O: 805.385.7878

www.oxnard.org



We welcome you back to the Service Center!

Our doors are opened to the public from 8:00 a.m. to NOON, Monday through Thursday and on our open Fridays. Online services remain available through our online portal at www.oxnard.org/planning

- General inquiries should be sent via email to Planning@oxnard.org.
- For new applications, email us at planning@oxnard.org. Large projects can be shipped with prior authorization. Smaller projects may be submitted via email.
- For existing applications, contact your assigned Case Planner by direct email.

----- Forwarded message -----

From: 'ana carrillo' via Planning <planning@oxnard.org>

Date: Thu, Jul 1, 2021 at 1:06 AM

Subject: [Ask Planning Action] opposing certain items on Thursdays Planning Commission Agenda Item F1

To: planning@oxnard.org <planning@oxnard.org>, Gabriela Basua <gabriela.basua@oxnard.org>, John Zaragoza <john.zaragoza@oxnard.org>, Alexander Nguyen <alexander.nguyen@oxnard.org>Cc: nscozza <nscozza@gmail.com>

Good evening,

I am writing to oppose to certain items on F1 on this Thursday's Planning Commission agenda and voicing our concerns over this development. While I understand the importance of providing

affordable housing, the location in question is located between two historical cemeteries and one of them is being rehabilitated into an habitat for Monarch butterflies. Monarch butterflies are released in the Hueneme Masonic Cemetery (Pleasant Valley Cemetery), they do not only visit there as the memo states but roost at the end of the day (and yes, numbers are low but this is a rehabilitation effort to protect the monarchs), there's an list of approved plants and trees to be planted in the area, the area is cleaned as part of upkeep (in fact during the last two meetings I attended recently I didn't see any illegal encampments or remnants of thereof), volunteers come out for tree planting events, the annual Butterfly Festival is hosted at this site as well as monthly meetings. The proposed apartment development should not be "categorically" exempt for CEQA. The constant use of this term by staff in recent proposed developments is overused and an effort to really understand the surroundings and local stakeholders that will be negatively impacted by proposed development should be taking place. This development and the future plans for street widening will severely impact the efforts taking place help the Monarch butterflies. In addition, some of those trees in the area are over 100 years old! The development will remove almost 50% of the trees along boundary. It is going to have an impact. These trees provide shade, provide a home for hawks and other birds and protect the rehabilitation efforts. The noise and dust pollution will also negatively impact the area and possibly have a negative effect on the Monarch Butterfly festival (and the attendees) and monthly meetings. I ask that the commission direct staff and developers to meet with AMPM (Artist Melting Pot Ministry) and cemetery landowner discuss areas if disagreements.

Respectfully,

Ana Carrillo

MEMORANDUM

Agenda Item No.: F.1

Date: July 1, 2021

To: Planning Commission

From: Joe Pearson II, Senior Planner (805) 385-8272
Scott Kolwitz, Planning & Environmental Services Manager

Subject: **Transmittal Memo No. 3 – 2161 Etting Road Apartment Modifications**
- Planning and Zoning Permit Nos. 21-550-02 (Major Modification to PZ 15-200-01 (Development Design Review - All Affordable Housing Opportunity Program "AAHOP") and 18-535-02 (Density Bonus Permit)) and 21-535-05 (Density Bonus Permit). The Project includes modifications to a previously approved 100 percent affordable apartment project developed under the All-Affordable Housing Opportunity Program (AAHOP) to increase the number of units from 42-units to 58-units. The modified project would allow for the construction of an all affordable 58-unit apartment complex with associated site improvements on a 1.98 acre site and adjacent infrastructure improvements offsite. The complex would include three 3-story buildings with one to three bedroom units ranging between 753 and 1,148 square feet in size, a community room, onsite laundry room, onsite management office, and veteran and farm worker services. Additional onsite amenities include outdoor recreational areas for residents. The Project also includes a request for the ministerial approval of a Density Bonus Permit to allow for a 20 percent Density Bonus to increase the maximum number of units from 48-units to 58-units and to waive, reduce or modify ten development standards related to projections into the front yard setback, open space requirements, storage, balcony size, parking, and parking lot design. The Project will be a 100 percent affordable project and is proposing a mix of veteran and farm worker housing. The Project site is located at 2161 Etting Road (APN: 225-0-014-020) within the Residential Low-Medium land use designation and the Multi-Family Affordable Housing (R-2-AH) zone district. Filed by Gustavo Almarosa, of Cabrillo Economic Development Corporation, the Applicant and Owner, 702 County Square Drive, Suite 200, Ventura, CA 93003.

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
214 SOUTH C STREET
OXNARD, CALIFORNIA 93030



Subsequent to the release of the Staff Report, staff has received a comment letter from the Project Applicant concerning the proposed project (attached).

Staff has reviewed the letter and will provide a response as necessary.

Attachment

- A. Letter from Barbara Marci-Ortiz, with the Law Office of Barbara Marci-Ortiz, received July 1, 2021.

***Law Office of
BARBARA MACRI-ORTIZ
P.O. Box 6432
Oxnard, California 93031***

Telephone: (805) 486-9665

Facsimile: (805) 487-1409

E-mail: b.macriortiz@verizon.net

Via Email to: joe.pearson@oxnard.org & scott.kolwitz@oxnard.org

July 1, 2021

***Daniel Chavez Jr. – Chair
Ronald Arruejo – Vice-Chair
Oxnard Planning Commission
City of Oxnard
214 S C Street |
Oxnard, CA 93030***

***RE: Planning Commission Meeting 2161 Etting Road CEDC Project;
July 1, Planning Commission Meeting; Agenda Item F.1
PZ 21-535-03 & 21-550-02 (Density Bonus & Major
Modification to PZ 15-200-01)***

Dear Chairman Chavez, Vice Chair Arruejo and members of the Planning Commission:

I represent Cabrillo Economic Development Corporation in the above referenced matter that comes before the Commission for hearing this evening. First, on behalf of myself and the entire CEDC team, I would like to acknowledge and sincerely thank Joe Pearson and Scott Kolwitz for their efforts to expedite the processing of this application which will allow for the inclusion of 16 additional units targeted for veterans. These units will complement this previously approved 42 unit farm worker housing development and will help to make the project more competitive in meeting the challenges present in today's affordable housing funding environment.

I also appreciate the time that Mr. Pearson and Mr. Kolwitz took yesterday to address the concerns raised by our team related to the conditions of approval. We are pleased that we were able to reach a consensus on the areas of concern, with the exception of Conditions Nos. 223 and 224. The purpose of this letter is to raise CEDC's concerns regarding these two conditions with the Commissioners and to request that the Commission remove these two conditions in order to help make the project more financially feasible, in keeping with

Letter to Daniel Chavez Jr. – Chair, Oxnard Planning Commission

RE: July 1, Planning Commission Meeting; Agenda Item F.1; CEDC Etting Rd. Project
July 1, 2021

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the law and the discretionary authority of the Commissioners.

CONDITION NUMBER 223:

The Pleasant Valley Road frontage adjacent to the project currently is served by an existing sidewalk. CEDC already agreed to Condition No. 206, wherein CEDC will dedicate sufficient right-of-way along the Pleasant Valley Road frontage to encompass the future widening of Pleasant Valley Road. Condition No. 223 calls for the removal and replacement of the sidewalk along Pleasant Valley Road. The justification for relocation of the sidewalk is based on the City's desire to someday widen this portion of the roadway. However, the City has no time table for these improvements and the fact is that the City has been talking about this issue for at least 20 years. There are no plans to move this project forward, probably because the City would also have to acquire sufficient land (either by purchase or eminent domain) from the property owner to the east of CEDC's property. As a practical matter this acquisition could be extremely problematic because the property currently houses the Masonic Cemetery, and this fact raises the likelihood that there may be human remains within the needed right of way.

CEDC previously agreed as part of the DDR approval to remove and replace the sidewalk (Condition No. 147), specifically because the City represented that CEDC would be eligible for credit against its Traffic Impact fees for the cost of the new sidewalk. That language was removed from Condition No. 223, and the City has now informed CEDC that it will no longer be eligible for any credit for the removal and replacement of the sidewalk. What that means is that the City has effectively increased CEDC's project costs at a time when it is becoming more challenging to secure funding for affordable housing developments.

Based on this change of circumstances CEDC requests that this condition be removed. It is wasteful to require a perfectly good sidewalk to be destroyed and replaced, especially since the public work project associated with this requirement is still not on the horizon. It is oppressive to burden this small affordable housing project with expenses that are premature. Relocation of the sidewalk is unnecessary at this time and thus, a waste of valuable resources.

CONDITION NUMBER 224:

This condition requires CEDC to "construct an offsite 6-foot wide sidewalk along the

Letter to Daniel Chavez Jr. – Chair, Oxnard Planning Commission

RE: July 1, Planning Commission Meeting; Agenda Item F.1; CEDC Etting Rd. Project
July 1, 2021

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north side of Etting Road ... that extends from the project's easterly boundary to the east leg of the Etting Road/Olds Road intersection."

CEDC objects to this condition because there is no nexus to justify this condition. Please note that CEDC is already conditioned to provide a full sidewalk complement along the frontage to its property along Etting Road. Thus, this condition simply does not address a proposed improvement that is adjacent to the project. Such improvements are generally not eligible for funding with affordable housing projects. Without authority, this condition requires CEDC to construct a sidewalk adjacent to the Masonic Cemetery all the way to the Etting Road/Olds Road intersection (approximately 200 linear feet).

This condition is even more perplexing in that the *City was awarded a \$991,000 Safe Routes to Schools Grant for a sidewalk and bike lane project that covers this very location, as well as the frontage to CEDC's project.* As background to the Safe Routes to Schools Grant, I share the following for your information and consideration:

In 2012, when CEDC first started evaluating the Etting Road site for a farm worker housing project, the Oceanview School District raised concerns regarding safety of the farm worker children who would be attending the neighborhood schools (Mar Vista Elementary and Oceanview Jr. High) located on the corner of Olds Road and Etting Road. In 2013 CEDC commissioned a safe routes to schools study by a traffic engineer after which discussion commenced with the City to explore a Safe Routes to School Grant to provide the needed public improvements, including sidewalk, bike lanes and other pedestrian safety infrastructure on both sides of Etting Road.

The City subsequently submitted a grant application in or around 2016, requesting a \$991,000 grant. The grant proposal included an exhibit that illustrated a proposed sidewalk running on both sides of Etting Road from Pleasant Valley Road through the Olds Road intersection, including the frontage of the CEDC project site as well as the frontage of the Masonic Cemetery. The application project details represented that there would be 2,300 linear feet of sidewalks,¹ and provided a map of the improvement location, which depicted the proposed sidewalks on *both* the north and south sides of

¹. The linear feet on Etting Road, including the frontage of both CEDC's site (366 linear feet) and the Masonic Cemetery (200 linear feet) is estimated to be approximately 566 linear feet, or only about 25% of the total 2,300 linear feet of sidewalk improvements covered by the grant application.

Letter to Daniel Chavez Jr. – Chair, Oxnard Planning Commission

RE: July 1, Planning Commission Meeting; Agenda Item F.1; CEDC Etting Rd. Project

July 1, 2021

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Etting Road between Pleasant Valley and Olds Road. (See Application, pgs. 7 & 18; 2016_ATP_Safe Route to School_Etting Rd_Exhibit.pdf). In answering the “fiscal needs” questions, and specifically in response to the question: “why the other project cannot fund the proposed project, the City informed the State of California:

“The properties to the north of Etting Road consist of existing 2 privately owned cemeteries, and undeveloped property. There is a proposed project to construct apartment building on the undeveloped property where the construction of the sidewalk on the north side of Etting Road is part of the project conditions of approval. The project is not visible to be built in the near future. *The Developer of the proposed project did not agree on constructing improvements not immediately adjacent to their property. Taking that into consideration and the fact that the sidewalk and bike lanes project is essential and much needed now for the school, The City of Oxnard decided to pursue other ways to fund the construction of the sidewalk and bike lanes project by applying for the ATP program.*”

In March 2017, the City was awarded \$991,000 in ATP grant funding to construct the sidewalks on both the north and south sides of Etting Road from Pleasant Valley to the Olds Road intersection.

The purpose of the grant is to improve the sidewalk connectivity along Etting Road to the school on Olds Road. In light of the significant grant award for this specific purpose, it is not equitable, much less legal for the City to impose the burden for constructing the sidewalk on CEDC. Rather, the burden for completion of these improvements must fall on the City since it has secured the lion’s share of the funding to pay for this specific work, and furthermore, the City secured the grant in part by representing that the affordable housing project lacked the ability to bear the expense for the sidewalk improvements on Etting Road, including the portion of the sidewalk adjacent to the Project site.

It does not seem right, equitable, fair or even legal to now expect CEDC to pay for sidewalk improvements that the City relied on to justify the receipt and the amount of the grant.

Enclosed for your information and convenience is a copy of the City’s Safe Routes to School Grant Application, as well as the location map showing the proposed sidewalk on

Letter to Daniel Chavez Jr. – Chair, Oxnard Planning Commission

RE: July 1, Planning Commission Meeting; Agenda Item F.1; CEDC Etting Rd. Project
July 1, 2021

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both sides of the street.

I look forward to your approval of the major modification and density bonus application and also for your serious consideration and hopefully concurrence with CEDC's request to remove Conditions No. 223 and 224.

Thank you for your consideration of this project, which we anticipate will meet the needs of Oxnard's farm workers and veterans.

Sincerely,



Barbara Macri-Ortiz

Enclosures:

1. Safe Routes to Schools Grant Application
2. 2016_ATP_Safe Route to School_Etting Rd_Exhibit.pdf

copies via email:

Vyto Adomaitis, Oxnard Community Development Dir.; [vyto.adomaitis@oxnard.org]
Scott Kolwitz, Planning & Environmental Services Manager [scott.kolwitz@Oxnard.org]
Joe Pearson II, Senior Planner [joe.pearson@oxnard.org]
Gustavo Almarosa, CEDC Dir. Real Estate Development [Galmarosa@cabrilloedc.org]
Mark Pettit, Lauterbach & Associates, Architects, Inc. [Mark.pettit@La-arch.com]



ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY:

Oxnard

CITY OF

OXNARD

CALIFORNIA

PROJECT APPLICATION NO.:

PROJECT NAME:

City of Oxnard - Etting Road sidewalk and bike lane

PROJECT DESCRIPTION:

The project will install sidewalk, curb and gutter, access ramps, widen the road to accommodate bike lanes, crosswalk, crosswalk flashing beacons, and street lights. The project also will install all way stop signs at the intersection of Etting and Olds roads.

PROJECT LOCATION:

In the City of Oxnard, on Etting Road between Pleasant Valley Road and the City of Oxnard easterly limits.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ -	\$ 80	\$ 40	\$ 871	\$ -	\$ -
FY -	FY 19/20	FY 19/20	FY 20/21	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Matching \$	Non-Participating \$	Future Local \$
1,239	991	248	-	190	190	58	-

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Active Transportation Program at (916) 653-4335, TTY 711, or write to Caltrans-Local Assistance, 1120 N Street, MS-1, Sacramento, CA 95814.



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Application Part 1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Oxnard

IMPLEMENTING AGENCY'S ADDRESS

214 South "C" Street

CITY

Oxnard

ZIP CODE

CA 93030

IMPLEMENTING AGENCY'S CONTACT PERSON:

Soher S. Abdelmalik

CONTACT PERSON'S TITLE:

Associate Traffic Design Engineer

CONTACT PERSON'S PHONE NUMBER:

805-385-7873

CONTACT PERSON'S EMAIL ADDRESS :

soher.abdelmalik@oxnard.org

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc) by clicking in the box.



X

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

☒ Yes☐ No

Implementing Agency's Federal Caltrans MA number

07-5129R

Implementing Agency's State Caltrans MA number

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibility for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency?

☐ Yes☒ No



Application Part 2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list)

Words Remaining: 1

City of Oxnard - Etting Road sidewalk and bike lane

SUMMARY OF PROJECT SCOPE: (Max of 200 Words)

(Summary of the Existing Condition, Project Scope, the Expected Benefits)

Words Remaining: 34

Etting Road between Pleasant Valley Road and the City easterly limits, is currently two lanes road with no sidewalks, curb & gutter, or bike lanes on either side of the street. The intersection of Etting Road and Olds Road is not controlled by any type of traffic control, and lack access ramps. The street is the main access for Ocean View Junior High and Mar Vista Elementary schools. The project will install sidewalks from the corner of Etting and Olds Road past the front of Mar Vista school. The sidewalk will extend on Etting Road to connect to the existing sidewalk on Pleasant Valley Road. As expected benefits more students will be able to walk safely or ride their bicycles to and from school, residents will be able to walk to the adjacent market on Pleasant Valley Road. The project also will install street lights and crosswalk flashing beacons to enhance the safety of pedestrians and encourage more students and pedestrians to walk or ride their bicycles.

PROJECT DESCRIPTION: (Max of 50 Words)

Words Remaining: 9

The project will install sidewalk, curb and gutter, access ramps, widen the road to accommodate bike lanes, crosswalk, crosswalk flashing beacons, and street lights. The project also will install all way stop signs at the intersection of Etting and Olds roads.

PROJECT LOCATION: (Max of 50 Words)

Words Remaining: 31

In the City of Oxnard, on Etting Road between Pleasant Valley Road and the City of Oxnard easterly limits.

In addition to the Location Description provided, attach a location map to the application. The location needs to show the project boundaries in relation to the Implementing Agency's boundaries.

vicinity and school route.pdf

Project Coordinates: (latitude/longitude in decimal format) Lat. 34.161769 N /long. -119.149848 W

Congressional District(s): 0 2 6

State Senate District(s): 0 1 9

State Assembly District(s): 0 4 4

Caltrans District: 7

County: Ventura

MPO: SCAG

RTPA: None

Urbanized Zone Area (UZA) Population: Project is located within one of the nine large MPOs

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

☐ Yes ☒ No



Application Part 3: Project Type

PROJECT TYPE: (Use the drop down menu to select Combination (I/NI), Infrastructure (I), Non-Infrastructure (NI), or Plan.

Infrastructure (I)

Indicate any of the following plans that your agency currently has: (Check all that apply)

☒ Bicycle Plan ☒ Pedestrian Plan ☐ Safe Routes to School Plan ☐ Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- ☒ **Bicycle Transportation** % of Project 24 %
- ☒ **Pedestrian Transportation** % of Project 76 %
- ☒ **Safe Routes to School** (*Also fill out Bicycle and Pedestrian Sub-Type information above*)

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Projects with Safe Routes to School elements must fill out "School and Student Details" later in this application. As a condition of receiving funding, projects with Safe Routes to School Elements must commit to completing additional before and after student surveys as defined in the Caltrans Active Transportation Guidelines (LAPG Chapter 22).

How many schools does the project impact/serve: 2

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.

School Name: Mar Vista Elementary School

School Address: 2382 Etting Road, Oxnard, CA 93033-6864

District Name: Ocean View School District

District Address: 4200 Olds Road, Oxnard, CA. 93033-6864

Co.-Dist.-School Code: 56725126055172

School Type: K-8

Project improvements maximum distance from school 0.0 mile

Total student enrollment:	<u>534</u>
Total # of students that currently walk or bike to school:	<u>15</u>
Approximate # of students living along route proposed for improvement:	<u>100</u>
Projected # of students that will walk/bike to school after the project:	<u>75</u>
Percentage of students eligible for free or reduced meal programs**	<u>89 %</u>

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Mar Vista and Ocean View JH Enrollment Map and Proposal.pdf

ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)

v1.1



City of Oxnard - Etting Road sidewalk and bike lane

School Name: Ocean View Junior High School
School Address: 4300 Olds Road, Oxnard, CA. 93033-8051
District Name: Ocean View School District
District Address: 4200 Olds Road, Oxnard, CA. 93033-6864
Co.-Dist.-School Code: 56-72512-6084891
School Type: K-8

Project improvements maximum distance from school 0.0 mile

Total student enrollment:	<u>874</u>
Total # of students that currently walk or bike to school:	<u>62</u>
Approximate # of students living along route proposed for improvement:	<u>400</u>
Projected # of students that will walk/bike to school after the project:	<u>300</u>
Percentage of students eligible for free or reduced meal programs**	<u>84 %</u>

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Mar Vista and Ocean View JH Enrollment Map and Proposal.pdf

☐ Trails (Multi-use and Recreational): (Also fill out Bicycle and Pedestrian Sub-Type information above)



Application Part 4: Project Details

INFRASTRUCTURE TYPE (Only Intended for Infrastructure Projects)

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

☒ Bicycle Improvements

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 24 %
 (As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: _____ Linear Feet	Class 2: <u>3,525</u> Linear Feet
	Class 3: _____ Linear Feet	Class 4: _____ Linear Feet
Signalized Intersections:	New Bike Boxes: _____ Number	Timing Improvements: _____ Number
Un-Signalized Intersections:	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: _____ Number
Mid-Block Crossing:	New RRFB/Signal: <u>2</u> Number	Crossing-Surface Improvements: <u>2</u> Number
Lighting:	Intersection: _____ Number	Roadway Segments: _____ Linear Feet
Bike Share Program:	New Station: _____ Number	New Bikes: _____ Number
Bike Racks/Lockers:	New Racks: _____ Number	New Secured Lockers: _____ Number
Other Bicycle Improvements:	#1: <u>Paving the road to provide room</u> #:	#2: <u>striping and signing</u> #:

☒ Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 76 %
 (As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): <u>2,300</u> Linear Feet	New (over 8' wide): _____ Linear Feet
	Widen Existing: _____ Linear Feet	Reconstruct/Enhance Existing: _____ Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): _____ Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>7</u> Number	Reconstruct Ramp to Standard: _____ Number
Signalized Intersections:	New Crosswalk: _____ Number	Enhance Existing Crosswalk: _____ Number
	Ped-Heads: _____ Number	Shorten Crossing: _____ Number
	Timing Improvements: _____ Number	
Un-Signalized Intersections:	New Traffic Signal: _____ Number	New Roundabout: _____ Number
	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: <u>1</u> Number
	Shorten Crossing: _____ Number	
Mid-Block Crossing:	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: _____ Number
Lighting:	Intersection: <u>2</u> Number	Roadway Segments: <u>2,300</u> Linear Feet
Pedestrian Amenities:	Benches: _____ Number	Trash Cans: _____ Number
	Shade Trees: _____ Number	Shade Tree Type: _____
Other Ped Improvements:	#1: <u>new signs</u> #:	#2: _____ #:

☐ Multi-use Trail Improvements

☐ Vehicular-Roadway Traffic-Calming Improvements



Right of Way (R/W) Impacts (Check all that apply)

- ☐ Project is 100% within the Implementing Agency's R/W (or within their control at the time of this application submittal).
- ☒ Project will likely require R/W and/or easements from private owners or will require utility relocations from 'non-public' utility companies. *The federal R/W process involving private property acquisitions and/or private utility relocations can often take 18 to 24 months. The project schedule in the application for R/W needs to reflect the necessary time to complete the federal R/W process.*
- ☐ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental, Environmental, or Railroad owners' property.



Application Part 5: Project Schedule

- NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
- 2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
- 3) The proposed CTC allocation dates must be between July 1, 2019 and June 30, 2021 to be consistent with the available ATP funds for Cycle 3.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for PA&ED activities:

7/1/2019

Time to complete the separate CEQA & NEPA studies/approvals:

0 months (See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

7/1/2019

** Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.*

BLANK.docx

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "PS&E Allocation" Date:

7/1/2019

Notice to Proceed with Federally Reimbursable ATP Work:

8/30/2019

Expected or Past Start Date for PS&E activities:

9/1/2019

Time to complete the final Plans, Specification & Estimate:

12 months

Expected or Past Completion Date for the PS&E Phase:

8/26/2020

** Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.*

BLANK.docx

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "R/W Allocation" Date:

7/1/2019

Notice to Proceed with Federally Reimbursable ATP Work:

8/30/2019

Expected or Past Start Date for R/W activities:

9/1/2019

Time to complete the R/W Engineering, Acquisition, and Utilities:

12 months

Expected or Past Completion Date for the R/W Phase:

8/26/2020

** PS&E and Right of Way phases can be allocated at the same CTC meeting.*

** Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.*

BLANK.docx

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date:

9/30/2020

Notice to Proceed with Federally Reimbursable ATP Work:

11/28/2020

Expected Start Date for Construction activities:

12/1/2020

Time to complete the Construction activities:

12 months

Expected or Past Completion Date for the CON Phase:

11/26/2021



Proposed Dates for "Before" and "After" Counts (As required by the CTC and Caltrans guidelines):

Expected Date for "Before" counts (Ideally, within 12 months of the beginning of the Construction Activities)
 Expected Date for "After" counts (Ideally, at least 6 months after the end of all Construction Activities)

12/1/2019	6/1/2022
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Application Part 6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Matching Funding *** (for federal \$)	Future Local Identified Funding
PA&ED	-	-		-	-	-	-	-	-
PS&E	100	80	19/20	20	4	-	16	16	-
R/W	50	40	19/20	10	4	-	6	6	-
CON	1,089	871	20/21	218	50	-	168	168	-
NI-CON	-	-		-	-	-	-	-	-
TOTAL	1,239	991		248	58	-	190	190	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

*** For programming purposes, applicants, are asked to identify the portion of the Leveraging Funding that meets the requirements to be used as match for new Federal ATP funding.

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

Do you believe your project warrants receiving state-only funding? ☒ Yes ☐ No

If "Yes", provide a brief explanation. (Max of 50 Words)

Words Remaining: 13

The City of Oxnard believes that the Etting Rd. sidewalk and bicycle lanes project warrants receiving State-only funding because the small size of the project and the project will have a better opportunity to get funded

If "Yes", applicants requesting SHA must also attach an "Exhibit 22-F"

signed exhibit22-f.pdf

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

Fund No. 7:									Program Code	
		Proposed Funding Allocation (\$1,000s)								
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:	
PS&E	0	0	0	0	0	0	0	0		
R/W	0	0	0	0	0	0	0	0		
CON	0	0	0	0	0	0	0	0		
TOTAL	0	0	0	0	0	0	0	0		



Application Part 7: Application Questions

Screening Criteria

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

- Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program? ☐ Yes ☒ No
- Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project? ☒ Yes ☐ No

If "Yes", explain why the other project cannot fund the proposed project. (Max of 200 Words)

Words Remaining: **69**

The properties to the north of Etting Road consist of existing 2 privately owned cemeteries, and undeveloped property. There is a proposed project to construct apartment building on the undeveloped property where the construction of the sidewalk on the north side of Etting Road is part of the project conditions of approval. The project is not visible to be built in the near future. The Developer of the proposed project did not agree on constructing improvements not immediately adjacent to their property. Taking that into consideration and the fact that the sidewalk and bike lanes project is essential and much needed now for the school, The city of Oxnard decided to pursue other ways to fund the construction of the sidewalk and bike lanes project by applying for the ATP program.

- Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements? ☐ Yes ☒ No

2. Consistency with an adopted regional transportation plan:

- Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080? ☒ Yes ☐ No

If "Yes", the applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

SCAG Regional Transportation Plan 2012-2035.pdf

Note: Projects not providing proof will be disqualified and not be evaluated.



Part B: Narrative Questions

Detailed Instructions for Question #1

QUESTION #1

DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ This project does not qualify as a Disadvantaged Community.

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

disadvantaged community.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 4 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Other**

Select Option: Free or Reduced Priced School Meals

At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at: <http://www.cde.ca.gov/ds/sd/sd/filesesp.asp> (auto filled from Part A). Applicants using this measure must demonstrate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria.

School Name	School Enrollment	% of Students Eligible for FRPM
Mar Vista Elementary School	534	89
Ocean View Junior High School	874	84

Highest percentage of students eligible from above (autofill): 89% (to be used for qualifying as benefiting a DAC only)

Percentage of students eligible for the Free or Reduced Price Meals Programs: 86%
(to be used for severity calculation only)

C. Direct Benefit: (0 - 4 points)

1. Explain how the project/program/plan closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 50 Words)

Words Remaining: 1

The project will install sidewalk and bike lanes on Etting Road to connect the existing sidewalk and bike lanes on Olds Road to Pleasant Valley Road. New bike lanes and sidewalk will connect Mobile Home Park to Olds Road, closing the gap and providing continuous facilities for the communities.

2. Explain how the disadvantaged community residents will have physical access to the project/program/plan. (Max of 50 Words)

Words Remaining: 5

The majority of the students enrolled in the 2 school served by the project live along Olds Rd. and at the Mobile Home Park on Etting Rd. They will access the sidewalk on Etting Rd. through Olds Rd and the park entrance on Etting Rd.

3. Illustrate how the project was requested or supported by the disadvantaged community residents. (Max of 50 Words)

Words Remaining: 5

The school is located within a neighborhood that is considered low to medium income, and these families have voiced their concerns to the Ocean View School District asking the district to work with the City to provide safer intersection and a sidewalk along Etting Road

D. Project Location: (0 - 2 points)

1. Is your project located within a disadvantaged community? Fully



E. Severity: (0 - 4 points)
a. Auto calculated



Part B: Narrative Questions

Question #2

QUESTION #2

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-35 POINTS)

Please provide the following information: (This must be completed to be considered for funding for infrastructure projects)

# of Users	Pedestrian	Bicycle	Date of Counts	Mark here if N/A to project
Current	-	-		☐
Projected (1 year after completion)	-	-		☐

Safe Routes to School projects and programs: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed	# of Students Currently Walking/Biking to School	Projected # of Students that will walk/bike after project	Net projected Change in Students walking/biking
Mar Vista Elementary School	534	100	15	75	60
Ocean View Junior High School	874	400	62	300	238
Total	1,408	500	77	375	298

Document the methodologies used to establish the current count data. (Max of 200 Words)

Words Remaining: 168

The current count data were established using the school student enrollment records, students addresses, number of student using school buses, and number of students been dropped at the school by their parents.

A. Describe the specific active transportation need that the proposed project/plan/program will address. (0-15 points) (Max of 500 Words)

Words Remaining: 172

The existing Etting Rd. conditions discourage walking and riding bicycles due to the lack of sidewalk, bike facility, and due to speeding traffic. The project will address two specific active transportation needs which are walking and riding bicycles. One of the most common reasons cited by parents for not allowing their children to walk to and from school is "traffic-related" danger.

The proposed project will eliminate all these obstacles by installing sidewalks, improving visibility of crosswalks, increase awareness of the motorists by installing more signs and pavement markings, improving intersection geometry, and installing bike lanes. The removal of the obstacles with the education and encouragement will encourage more students to walk and ride their bikes to and from school, and will enhance the safety of those students who already walk or bike to school.

Estimating 298 more students will walk or ride their bikes, based on the number of students enrolled, and taking the comments of the parents into consideration, and the fact that the schools is a neighborhood schools meaning the majority of the students will be from the surrounding neighborhoods.

The new sidewalk will link Etting Rd. to Pleasant Valley Rd providing sidewalk continuity where pedestrians and school students can access public transportation stops on Pleasant Valley Rd., Oxnard College, and College Park at the corner of Pleasant Valley Rd. and Bard Rd.

The new sidewalk also will enable those neighborhoods to access the existing shopping center on the corner of Pleasant Valley Rd. and Etting Rd.

The installation of the bike lanes along with signs and pavement markings will provide bike lane continuity and connect to the bike lanes on Pleasant Valley Rd., and Olds Rd. encouraging more people to use their bicycle as a way of transportation.

Enhancing the safety of the existing crosswalk through the installation of Flashing Beacons will eliminate the concern of the parents about the safety of their children crossing Etting Rd. facing speedy traffic (speed limit is 40mph).

B. Describe how the proposed project/plan/program will address the active transportation need: (0-20 points)

1. Close a gap?

☒ Yes ☐ No

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City of Oxnard - Etting Road sidewalk and bike lane

No. of gaps: 3 Total length of gap(s) (feet): 2,040

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

- a. Must provide a map of each gap closure identifying gap and connections.

Gap Closure_Barrier Exhibit.pdf

- b. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. Specific destination must be identified. (Max of 100 Words)

Words Remaining: 0

The new sidewalk will link Etting Rd. to Pleasant Valley Rd providing sidewalk continuity where pedestrians and school students can access public transportation stops on Pleasant Valley Rd., Oxnard College, and college Park at the corner of Pleasant Valley Rd. and Bard R.

The new sidewalk will enable those neighborhoods to access the existing shopping center on the corner of Pleasant Valley Rd. and Etting Rd. New bike lanes will connect to the existing bike lanes on Pleasant Valley Rd. and Olds Rd. Enhancing the safety of the existing crosswalk by installing the Flashing Beacons will encourage walking and bicycling.

2. Creation of new routes?
- ☐
- Yes
- ☒
- No

3. Removal of barrier to mobility?
- ☒
- Yes
- ☐
- No

- a. Type of barrier:
- Safety

- b. Must provide a map identifying the barrier location and improvement.

Gap Closure_Barrier Exhibit.pdf

- c. Describe the existing negative effects of barrier to be removed and how the project addresses the existing barrier. (Max of 100 Words)

Words Remaining: 1

One of the most common reasons cited by parents for not allowing their children to walk to and from school is "traffic-related" danger, and that is the negative effect of the lack of safety barrier. The project will remove this barrier by filling the existing gap in sidewalk and bike lanes, enhancing the safety of the road through the installation of striping and signing and crosswalks equipped with Flashing Beacons. As expected benefits, more pedestrians and school age children will use the road to walk or ride their bicycle to and from school or to the adjacent facilities.

- d. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. Specific destination must be identified. (Max of 100 Words)

Words Remaining: 0

The new sidewalk will link Etting Rd. to Pleasant Valley Rd providing sidewalk continuity where pedestrians and school students can access public transportation stops on Pleasant Valley Rd., Oxnard College, and college Park at the corner of Pleasant Valley Rd. and Bard R.

The new sidewalk will enable those neighborhoods to access the existing shopping center on the corner of Pleasant Valley Rd. and Etting Rd. New bike lanes will connect to the existing bike lanes on Pleasant Valley Rd. and Olds Rd. Enhancing the safety of the existing crosswalk by installing the Flashing Beacons will encourage walking and bicycling.

4. Other improvements to routes?
- ☒
- Yes
- ☐
- No

- a. Must provide a map of the new improvement location.

2016_ATP_Safe Route to School_Etting Rd_Exhibit.pdf

- b. Explain the improvement. (Max of 100 Words)

Words Remaining: 40

The existing road is 2 lane road with wide dirt shoulder on one side and existing drainage channel on the north side. The project will pave the existing shoulder to provide room for the new bike lanes and install drainage facilities to address the drainage issues. The project also will modify the existing striping to accommodate the new bike lanes.

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v1.1



City of Oxnard - Etting Road sidewalk and bike lane

- c. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. Specific destination must be identified. (Max of 100 Words)

Words Remaining: 0

The new sidewalk will connect Etting Rd. to Pleasant Valley Rd providing continuity where pedestrians and school students can access public transportation stops at Pleasant Valley Rd., Oxnard College, and college Park located at the corner of Pleasant Valley Rd. and Bard Road. The new sidewalk will enable those neighborhoods to access the shopping center at the corner of Pleasant Valley Rd. and Etting Rd.
New bike lanes will connect to the existing bike lanes on Pleasant Valley Rd. and Olds Rd.
Installing Flashing Beacons will enhance safety at the crosswalk thus encourage students to walk and bike to school.

5. Plan for increasing biking and walking in the community? ☐ Yes ☒ No
6. Encourages and/or educates with the goal of increasing walking or biking in the community? ☒ Yes ☐ No

- a. Describe how the program encourages walking or biking to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. (Max of 100 Words)

Words Remaining: 2

City staff routinely meets with the neighborhood council to address the concerns of the community. Through these meeting, the staff will inform the residents about the new improvements and emphasize its main purpose which is to prevent injuries and encourage both students and parents to walk or bike to school.
The school will educate the students about the benefits of walking / bicycling to and from school through: posting notes promoting walking / bicycling, distributing material to educate students about walking or bicycling safety, conducting competitions to reward those students who regularly walk or bicycle to and from school, etc....



Part B: Narrative Questions

Detailed Instructions for Question #3

QUESTION #3

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OR THE RISK OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max)

- The following reported crashes must have all occurred within the project's influence area within the last 5 years (only crashes that the project has a chance to mitigate):

# of Crashes	Pedestrian	Bicycle	Total
Fatalities	0	0	0
Injuries	5	8	13
Total	5	8	13

- Applicant can provide bicycle and pedestrian (only) crash rates in addition to the information required above. (Max of 200 Words)

Words Remaining: 198

N/A

- Discuss specific accident data. (Max of 200 Words)

Words Remaining: 53

Referencing the UC Berkeley Safe TREC Transportation Injury Mapping System (TIMS), revealed that the proposed project's location experienced 13 bicycle and pedestrian collisions within a ½ mile radius from the school during a 5 years period between 2008 and 2013. More recent data was not available. The collision report showed that the collisions were all injuries differing from severe to complaint of pain. Copies of the collision reports are attached.

The collisions were not all in the immediate adjacent road to the school, but the potential of collisions occurring where the proposed sidewalk will be, is high due to the lack of sidewalk now, and the fact that the school students and pedestrians walk on the road among high speed (40mph) traffic.

The parents voiced their concerns about the safety of their children and refused to allow them walking or biking because of the traffic related danger.

Attach a scaled-map which shows that all documented bicycle and pedestrian collisions/incidents (only) are within the area of influence of the proposed plan, program, or project safety improvements. This data and map should demonstrate how the data illustrates a non-motorized (not vehicular) safety issue.

tims_berkeley_edu_tools_srts_main_php.pdf

- Attach a SWITRS or equivalent (i.e. UC Berkeley's TIMS tool) listing of all bicycle and pedestrian crashes (only) shown in the map above and in this application.

colisions report I.pdf

*Applications that do not have the crash data above OR that prefer to provide additional crash data and/or safety data in a different format can provide this data below. The corresponding methodology used must also be included. Input Data and methodologies here and/or include them via a separate attachment in the field below. (Max of 200 Words)

Words Remaining:

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City of Oxnard - Etting Road sidewalk and bike lane

B. Safety Countermeasures (15 points max)

Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities (only); Countermeasures must directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users?☒ Yes ☐ No**a. Current speed and/or volume: (Max of 100 Words)**Words Remaining: **66**

The current speed limit is 40mph. No control at the intersection of Etting Road and Olds Road. The current AM peak hour volume is 367 vph, and PM peak hour volume is 182 vph.

b. Anticipated speed and/or volume after project completion : (Max of 100 Words)Words Remaining: **61**

When the project is completed, with stop signs installed at the intersection of Etting Road and Olds Road, the anticipated speed will be 25 mph. the volume is anticipated to decrease due to the increase in bicycling and walking.

2. Improves sight distance and visibility between motorized and non-motorized users?☒ Yes ☐ No**a. Current sight distance and/or visibility issue: (Max of 100 Words)**Words Remaining: **42**

The existing road is a narrow 2 lanes road without sidewalks, bike lanes, or street lights on both sides. The existing road geometry with curving alignment reduce visibility. The lack of street lights reduce visibility at night. Pedestrians and school age children share this road with high speed traffic which increase the potential of injuries and fatalities collisions.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 100 Words)Words Remaining: **6**

The proposed project will eliminate those potential safety hazards that contribute to pedestrians and bicyclist injuries and fatalities. The installation of the sidewalk will encourage more people to walk safely on the new sidewalk and that will reduce the number of cars on the road and in turn reduce potential conflict between pedestrians and cars. New street lights and the installation of the flashing beacons at the crosswalk will improve visibility between motorist and non-motorists users. New bike lanes will separate bicyclist from moving motorists eliminating the conflict between bicyclist and motor vehicles,

3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?☒ Yes ☐ No**a. Current conflict point description: (Max of 100 Words)**Words Remaining: **31**

The intersection of Etting Rd. and Olds Rd is lacking control on Etting Rd. and does not comply with the ADA requirement due to the lacking of access ramps. Crossing Etting Rd put the pedestrians and school age children in the path of high speed traffic. The lack of bike lanes force the bicyclists to share the road with the high speed traffic on a 2 narrow traffic lanes.

b. Improvement that addresses conflict point: (Max of 100 Words)Words Remaining: **3**

Proposed project will eliminate potential safety hazards that contribute to pedestrians and bicyclist injuries and fatalities. The intersection of Etting Rd. and Olds will have Access ramps on the the southeast and southwest corners, and all-ways stop signs. Crosswalks easterly of Olds Road will have Rectangular Flashings Beacons with pedestrian push buttons to safely cross Etting Rd. New Bike Lanes with signs and pavement marking, and the new sidewalk, will separate the bicyclists and the pedestrians from the moving traffic. The installation of new street lights will enhance the visibility and safety of pedestrian and bicyclists.

4. Improves compliance with local traffic laws for both motorized and non-motorized users?☒ Yes ☐ No**a. Which Law: Wrong Way Travel of non-motorized user****b. How will the project improve compliance: (Max of 100 Words)**Words Remaining: **32**

When the project is completed, with the installation of new signs and pavement markings, different type of users will have a dedicated area for their use, improving compliance with the local traffic laws and regulations, and reducing or eliminating the non-motorists behaviors that lead to collisions. Installation of Stop signs at the intersection will slow down traffic and provide gaps for the pedestrian to cross the road.

a. List traffic controls that are inadequate: (Max of 100 Words)Words Remaining: **59**

The intersection of Etting Rd. and Olds Rd. is not controlled by any type of traffic controls. the existing crosswalk is not controlled by any type of control for the pedestrians to use. No Signs for bicycles or speed limits exist.

b. How are they inadequate? (Max of 100 Words)Words Remaining: **91**

They are inadequate because they do not exist currently.

ATP CYCLE 3 APPLICATION FORM

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City of Oxnard - Etting Road sidewalk and bike lane

5. Addresses inadequate vehicular traffic control devices?☒ Yes ☐ No

c. How does the project address the inadequacies? (Max of 100 Words)

Words Remaining: **16**

The intersection of Etting Rd. and Olds Rd. is proposed to be all way stop signs controlled, with crosswalks and access ramps to allow pedestrians and disable people to cross the road safely. The installation of stop signs on Etting Rd will bring the motorists to a complete stop where students and pedestrians can cross. The crosswalks easterly of Olds Road will be equipped with flashing beacons and pedestrian push buttons. Bike lane signs and NO Parking within bike lane signs will be installed

6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?☒ Yes ☐ No

a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 100 Words)

Words Remaining: **92**

Bicycle facilities, sidewalks, and crosswalks along Etting Rd.

b. How are they inadequate? (Max of 100 Words)

Words Remaining: **40**

Bicycle and sidewalks facilities do not exist on Etting Rd. There are no continuity in the existing bicycle and sidewalk facilities on Olds Rd. and Pleasant Valley Rd. Residents and school students traveling along Etting Road to destinations on Pleasant Valley Road or Olds Road have to share the road with high speed traffic. Crosswalks have no traffic signal control.

c. How does the project address the inadequacies? (Max of 100 Words)

Words Remaining: **6**

The project will close the gap by installing Class 2 bike lanes and sidewalks on Etting Road between Pleasant Valley and the Mar Vista Elementary School. The new bike lane and sidewalks will connect the existing bike lanes and sidewalks on Olds Road with the existing bike lanes and sidewalks on Pleasant Valley Road. New Bike Lane and sidewalk east of Olds Road will provide the Mar Vista Elementary School's students and the mobile home park's residents a connection to bike lanes and sidewalks on Olds Road and on Pleasant Valley Road

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users?☒ Yes ☐ No

a. List of behaviors: (Max of 100 Words)

Words Remaining: **40**

Etting Rd within the vicinity of project do not have any sidewalk or bike lanes on either side of the road. Pedestrians and school age children have to share the road with high speed traffic increasing the potential of injuries and fatalities. Bicyclists have to share the road with high speed motorists competing on a narrow road with dirt shoulders.

b. How will the project will eliminate or reduce these behaviors? (Max of 100 Words)

Words Remaining: **43**

The project will install sidewalk, bike lanes, rectangular rapid flashing beacons at crosswalks, and stop signs at the intersection, providing different type of users with exclusive areas for their use. This will eliminate conflicts between motorists and non-motorists, eliminate or reduce the non-motorists behaviors that lead to collisions, and improving compliance with local traffic law.

Attach a map to show how these hazards relate to the crashes documented in sub-questions "A". The map from sub-question "A" can be used or a new map can be created.

tims_berkeley_edu_tools_srts_main_php.pdf

Plans

Describe how the plan will identify and plan to address hazards identified in the plan area, including the potential for mitigating safety hazards as a prioritization criterion, and/or including countermeasures that address safety hazards. (Max of 200 Words)

Words Remaining: **200****Non-Infrastructure**

Describe how the program educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists. Describe how the program encourages this safe behavior. If available, include documentation of effectiveness of similar programs in encouraging safe behavior. (Max of 200 Words)

Words Remaining: **200**



Include, if applicable, a map identifying safety hazards and/or photos of safety hazards. Programs should address safety hazards that have been identified through police reports, collision history, field observations, and/or other verifiable source.



Part B: Narrative Questions

Detailed Instructions for Question #4

QUESTION #4

PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (Max of 200 words)

Words Remaining: 86

The School District Superintendent requested that the City take action to protect the students from being injured as he has witnessed accidents. The school staff suggested the needed improvements with input from parents, students and teachers aids. The school is located within a neighborhood that is considered low to medium income, and these families have voiced their concerns to the Ocean View District asking the district to work with the City to provide safer intersection and a sidewalk along Etting Road. City staff routinely meets with the neighborhood councils to address concerns from the community. The attached letter of support from the school superintendent shows the school along with the parents and community concerns.

- B. Who: Describe who was/will be engaged in the identification and development of this project/program/plan (for plans: who will be engaged) and how they were/will be engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted to relevant stakeholders. (3 points max) (Max of 200 words)

Words Remaining: 138

The school holds meeting with the parents to address their concerns and requests. These concerns are conveyed to the City through meetings or visiting to the site requested by the school officials. Occasionally, concern residents will voice their concerns to the City of Oxnard elected officials during the weekly council meeting, and the council officials direct the staff to address the concerns.

- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (3 points max) (Max of 200 words)

Words Remaining: 133

The school and the communities gave their full support to the project reflected in the letter of support from the school official. The support of the communities ensure that they are waiting for the project to be completed so they can reap the benefit of it. The school communicate with the students parents and convey their concern and requests to City staff to take action on it.

- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 point max) (Max of 200 words)

Words Remaining: 147

The school will educate the student about the benefit of walking or biking to and from school, emphasizing on the enhanced safety through the installation of the new improvements. City staff attend periodically meeting with the neighborhood council where they can voice their opinions and present their concerns and requests to the city.



Part B: Narrative Questions

Detailed Instructions for Question #5

QUESTION #5

IMPROVED PUBLIC HEALTH (0-10 POINTS)

- NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. All applicants must cite information specific to project location and targeted users. Failure to do so will result in lost points.

- A. Describe the health status of the targeted users of the project/program/plan. Describe how you considered health benefits when developing this project or program (for plans: how will you consider health throughout the plan). (5 points max) (Max of 200 words)

Words Remaining: 107

The project location is in the City of Oxnard, County of Ventura. The county Health Rankings and Roadmaps (copy attached) show that Ventura County ranks low.

The school is located within a neighborhood that is considered low to medium income. The lack of sidewalk and safe road, were the main reason that the residents fear to let their children walk or bike to school, which resulted in the lack of physical activities and poor health. Attached are the Physical fitness test results for both Mar Vista Elementary School, and Ocean View Middle School.

- B. Describe how you expect your project/proposal/plan to promote healthy communities and provide outreach to the targeted users. (5 points max) (Max of 200 words)

Words Remaining: 39

The proposed project will enhance the public health through the following:

- 1- The installation of sidewalk and the treatment of the crosswalks will encourage more people and students to walk to any of the destinations in the vicinity of their residents.
 - 2- The installation of bike lanes with the associated signs and pavement marking will encourage more students and commuters to ride their bicycles.
 - 3- Increasing walking and biking will enhance the public health through the increasing of physical activities.
 - 4- Increasing walking and biking means less cars on the road and in turn less air pollution and enhancement to public health.
 - 5- Reducing the number of cars on the road means reduce conflicts between motorists and non-motorists and in turn reduce accident rate.
- The above measures with education program about the benefit of walking and riding bicycles, and through the city periodical neighborhood meetings, more pedestrians and school age students will reap the benefits of the project new constructions.



Part B: Narrative Questions

Detailed Instructions for Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

A project's cost effectiveness is considered to be the relative costs of the project in comparison to the project's benefits as defined by the purpose and goals of the ATP. This includes the consideration of the safety and mobility benefit in relation to both the total project cost and the funds provided.

Explain why the project is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose and goals of "increased use of active modes of transportation". (5 points max.) (Max of 200 words)

Words Remaining: 6

The proposed project will increase the use of active modes of transportations and in turn enhance the public health through the following:

1- The installation of sidewalk and the treatment of the crosswalks will encourage more people and students to walk to any of the destinations in the vicinity of their residents.

2- The installation of bike lane with the associated signs and pavement marking will encourage more students and commuters to ride their bicycles.

3- Increasing walking and biking will enhance the public health through the increasing of physical activities.

4- Increasing walking and biking means less cars on the road and in turn less air pollution and enhancement to public health.

5- Reducing the number of cars on the road means reduce conflicts between motorists and non-motorists and in turn reduce accident rate.

The project considered to have the highest Benefit to Cost Ratio (B/C) because the value of the above mentioned benefits exceed by far the cost of the project. Fatalities and injuries collisions that can be prevented or reduced through the construction of the project, by itself considered a benefit that can not be measured by any cost.



Part B: Narrative Questions

Detailed Instructions for Question #7

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 POINTS)

A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

Based on the project funding information provided earlier in the application, the following Leveraging and Matching amounts are designated for this project. Applicants must review and verify these values meet the following criteria:

Leveraging Funds

Non-ATP funds; either already expended by the applicant or funds to be programmed for use on elements within the requested ATP project. This non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs.

Matching Funds

The portion of the Leveraging funding that can be used as the local match if Federal ATP funding is programmed. These must be non-federal funds not yet expended and provided by the applicant in a specific project phase.

If these numbers do not match this criteria and/or the applicant's expectations, the numbers inputted earlier need to be revised.

Funding in \$1,000s

PA&ED Phase Project Delivery Costs:

Leveraging Funding: \$0
Match Funding: \$0

Designate the Funding Type: _____
Designate the Funding Type: _____

PS&E Phase Project Delivery Costs:

Leveraging Funding: \$16
Match Funding: \$16

Designate the Funding Type: City Funds
Designate the Funding Type: City Funds

Right of Way Phase Project Delivery Costs:

Leveraging Funding: \$6
Match Funding: \$6

Designate the Funding Type: City Funds
Designate the Funding Type: City Funds

Construction Phase Project Delivery Costs:

Leveraging Funding: \$168
Match Funding: \$168

Designate the Funding Type: City Funds
Designate the Funding Type: City Funds

NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS:

Leveraging Funding: \$0
Match Funding: \$0

Designate the Funding Type: _____
Designate the Funding Type: _____

OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs: \$1,239

Leveraging Funding: \$190

% of Total Project Cost: 15.33 %

Match Funding: \$190

% of Total Project Cost: 15.33 %

Total Points received for "leveraging funding": (Auto-calculated)

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.
(Max of 100 Words)

Words Remaining:



Part B: Narrative Questions

Detailed Instructions for Question #8

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 POINTS)

- ☐ Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- ☐ Applicant contacted the corps; but does not intend to partner with any corps (-5 points)

Step 1: The applicant must submit the following information via email concurrently to both the CCC AND certified community conservation corps at least 5 days prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

Click on the following links for the California Conservation Corps and community conservation corps Representative ATP contact information:

<http://calocalcorps.org/active-transportation-program/>

<http://www.ccc.ca.gov/work/programs/ATP/Pages/ATP%20home.aspx>

The applicant must also attach any email correspondence from the CCC and certified community conservation corps or Tribal corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

ccc response email.pdf

Attach submittal email, response email and any attachment(s) from the certified community conservation corps:

response of delivery failure.pdf

Attach submittal email, response email and any attachment(s) from the Tribal corps (If applicable):

Step 2: The applicant has coordinated with the CCC AND with the certified community conservation corps, or the Tribal corps and determined the following: (check appropriate box)

- ☐ Applicant intends to utilize the CCC, certified community conservation corps, or the Tribal corps on the following items listed below. (0 points) (Max of 50 Words)
- ☐ No corps can participate in the project. (0 points)
- ☒ At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
- ☐ the CCC ☒ the community conservation corps ☐ the Tribal corps (if applicable)



Part B: Narrative Questions

Detailed Instructions for Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 - 10 points)

For Caltrans use only.



Part C: Application Attachments

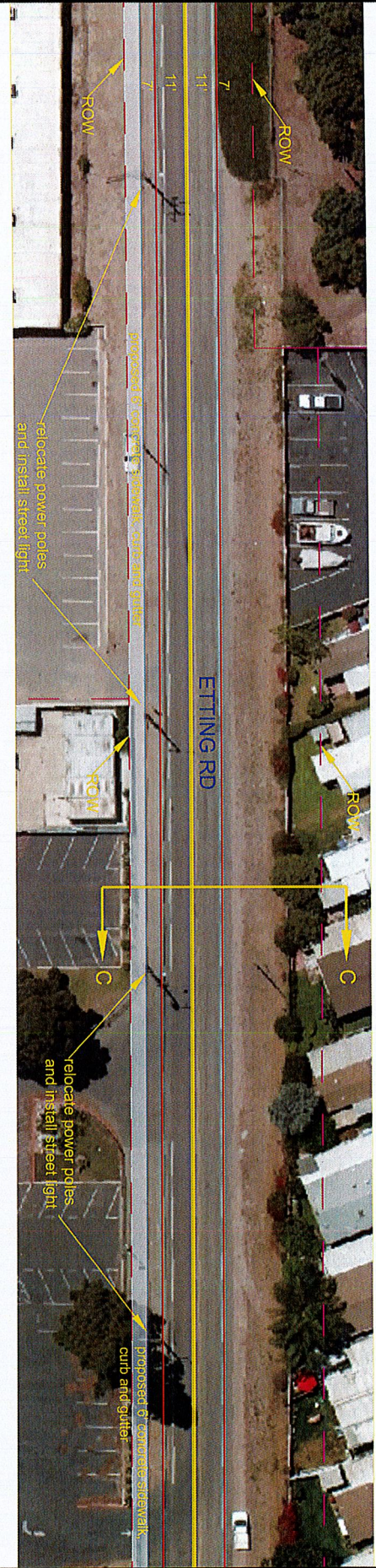
Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

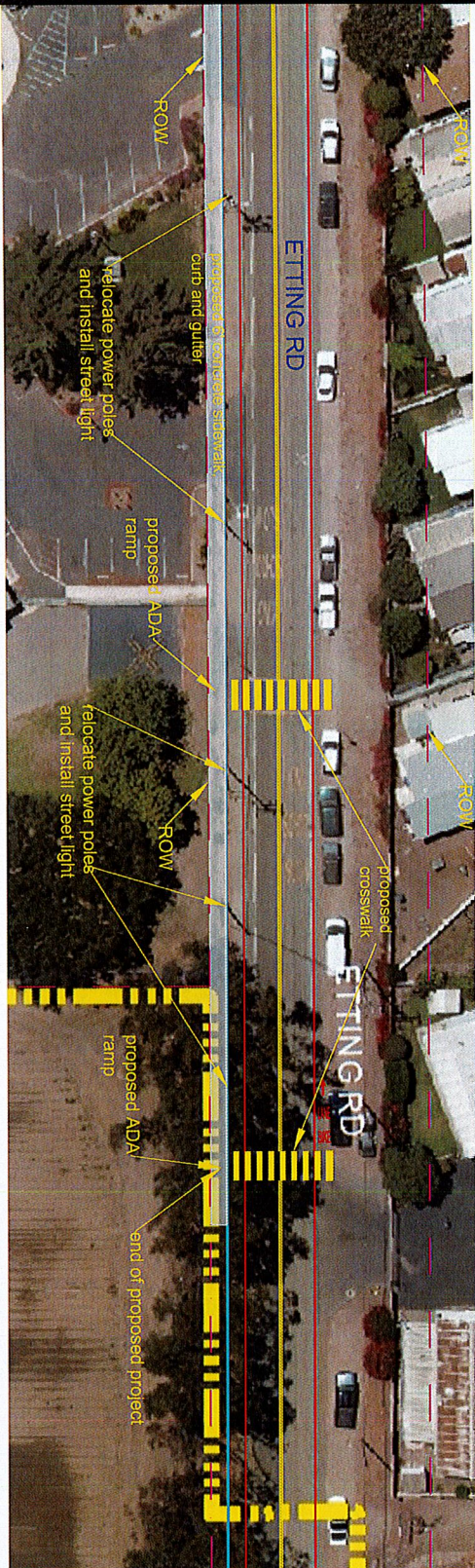
Application Signature Page (Required for all applications)	Attachment A
signed signature form.pdf	
Engineer's Checklist (Required for Infrastructure & Combo Projects)	Attachment B
signed engineer checklist.pdf	
Project Location Map (Required for all applications)	Attachment C
vicinty and school route.pdf	
Project Map/Plans showing existing and proposed conditions (Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment D
2016_ATP_Safe Route to School_Etting Rd_Exhibit.pdf	
Photos of Existing Conditions (Required for all applications)	Attachment E
Etting rd. picture.pdf	
Project Estimate (Required for all Infrastructure Projects)	Attachment F
EngrEstimate_(AttachmentF)_6-03-16.xlsm	
Non-Infrastructure Work Plan (Form 22-R) (Required for all projects with Non-Infrastructure Elements)	Attachment G
Letters of Support (10 maximum) (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	Attachment H
letters of support.pdf	
Exhibit 22-F State Funding	Attachment I
signed exhibit22-f.pdf	
Additional Attachments (Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.) (All additional attachments must be scanned into one document.)	Attachment J
Attachment J.pdf	

MATCHLINE - SEE SHEET No. 1

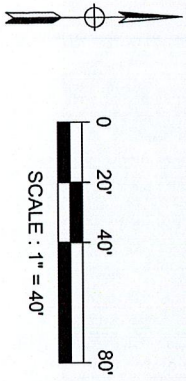


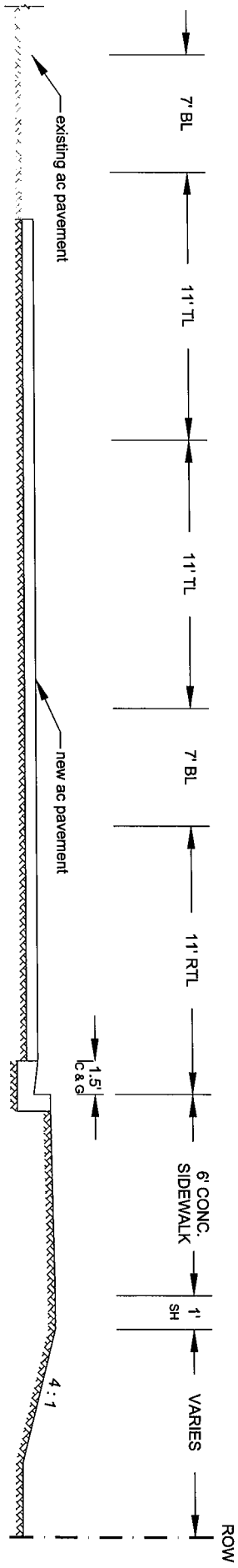
MATCHLINE - SEE BOTTOM LEFT

MATCHLINE - TOP RIGHT

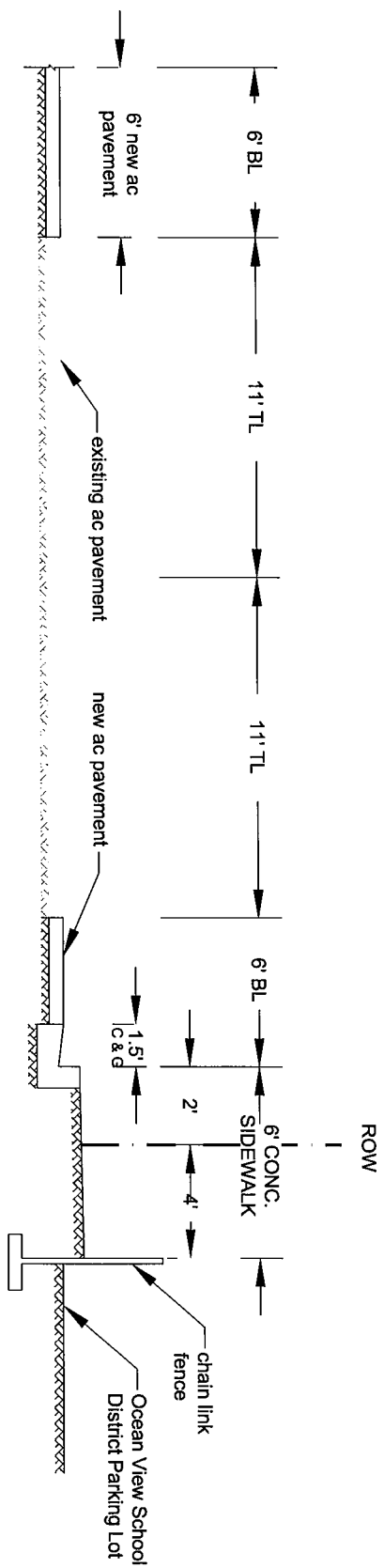


PROPOSED SIDEWALK





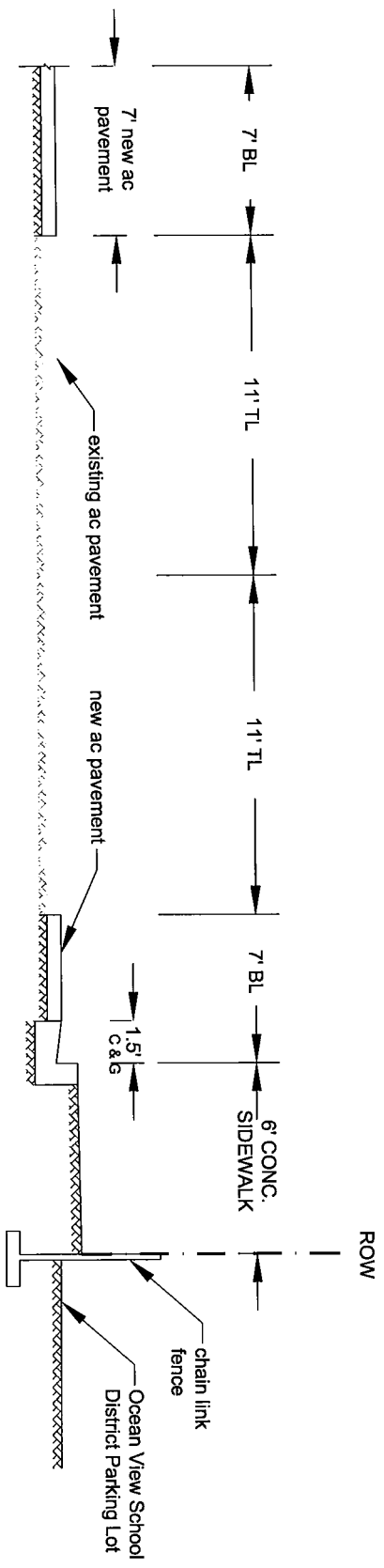
SECTION A - A



SECTION B - B

PROPOSED SIDEWALK

SCALE : NTS



PROPOSED SIDEWALK

SCALE : NTS

MEMORANDUM

Agenda Item No.: F.1

Date: July 1, 2021

To: Planning Commission

From: Joe Pearson II, Senior Planner (805) 385-8272
Scott Kolwitz, Planning & Environmental Services Manager



Subject: Errata Memo No. 1 – 2161 Etting Road Apartment Modifications - Planning and Zoning Permit Nos. 21-550-02 (Major Modification to PZ 15-200-01 (Development Design Review - All Affordable Housing Opportunity Program “AAHOP”) and 18-535-02 (Density Bonus Permit)) and 21-535-05 (Density Bonus Permit). The Project includes modifications to a previously approved 100 percent affordable apartment project developed under the All-Affordable Housing Opportunity Program (AAHOP) to increase the number of units from 42-units to 58-units. The modified project would allow for the construction of an all affordable 58-unit apartment complex with associated site improvements on a 1.98 acre site and adjacent infrastructure improvements offsite. The complex would include three 3-story buildings with one to three bedroom units ranging between 753 and 1,148 square feet in size, a community room, onsite laundry room, onsite management office, and veteran and farm worker services. Additional onsite amenities include outdoor recreational areas for residents. The Project also includes a request for the ministerial approval of a Density Bonus Permit to allow for a 20 percent Density Bonus to increase the maximum number of units from 48-units to 58-units and to waive, reduce or modify ten development standards related to projections into the front yard setback, open space requirements, storage, balcony size, parking, and parking lot design. The Project will be a 100 percent affordable project and is proposing a mix of verteran and farm worker housing. The Project site is located at 2161 Etting Road (APN: 225-0-014-020) within the Residential Low-Medium land use designation and the Multi-Family Affordable Housing (R-2-AH) zone district. Filed by Gustavo Almarosa, of Cabrillo Economic Development Corporation, the Applicant and Owner, 702 County Square Drive, Suite 200, Ventura, CA 93003.

Subsequent to the release of the staff report, the Applicant team requested modifications to select conditions of approval included within the draft Resolution. City Departments and Divisions reviewed the request have agreed to the modified conditions as specified below in the body of this memo.

Revised Resolution No. 2021-XX

WHEREAS, on August 2, 2018, the Planning Commission of the City of Oxnard ("Planning Commission") considered and approved an application for Planning and Zoning Permit No. 18-535-02 (Density Bonus) filed by the Cabrillo Economic Development Corporation (CEDC); and

Revised Conditions

Modify conditions 9, 29, 75, 79, 99, 143, 144, 145, 182, 188, 189, 221, and 224 in the draft Resolution with the following following language:

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, or as otherwise authorized by this permit. (PL/B, G-9)

29. The April 13, 2017 Cultural Heritage Board Certificate of Appropriateness and its recommended mitigation is incorporated below as a condition of approval. (PL)

Tree Health Monitoring and Reporting: Prior to issuance of a grading or building permit, the Applicant shall develop a Tree Protection Plan (TPP) prepared by a certified arborist for review and approval by the Planning Division and the Oxnard Cultural Heritage Board (OCHB). The TPP shall also incorporate the OCHB recommendations which address the loss of 18 trees and to protect the remaining 15 Eucalyptus trees.

The TPP shall require protection of the remaining 15 protected trees of Landmark No. 15 during project grading and construction and shall incorporate off-sets or mitigation values for replacement of protected trees that are damaged or felled during and after construction, as a result of construction activities. Pruning specifications for each tree as well as ongoing monitoring of the tree health for a period of no less than five years after final construction shall occur unless a certified arborist recommends additional monitoring beyond the five years.

If protected trees are felled/damaged and require offsets/mitigation, the applicant shall plant new trees onsite as the offset/mitigation at a ratio of 4:1 or as otherwise directed after consultation with the Cultural Heritage Board and the City, and the applicant shall:

- a. Post a financial assurance to cover the cost of planting and maintaining the offset trees;

- b. Reimburse the City for OCHB and City staff and/or consultant costs to monitor compliance. City staff time and consultant costs to monitor compliance will be billed to the applicant; and
- c. The applicant shall submit to the City, annual monitoring reports to be prepared by a certified arborist which address the success of the tree protection measures and the overall condition of encroached-upon trees relative to their condition prior to project construction. If any trees are found to be in serious declines ("D" or "F" status), the arborist's report must include a Damaged Tree Report Addendum to the TPP which recommends offsets and any associated additional monitoring. The applicant shall implement any recommendations made by the arborist's Damaged Tree Report Addendum to the satisfaction of the Planning Director. The applicant shall submit annual monitoring reports for a period of no less than five years to start after all buildings have been issued a Certificate of Occupancy.

75. ~~All-signalized~~ Signalized intersections at Etting Road/Pleasant Valley Road and Pleasant Valley Road/Bard Road shall be equipped with pre-emption equipment. (FD/TR, F15)

79. All emergency egress/Fire Department access windows or doors that serve any room that can be utilized for sleeping, shall have access to a safe path of travel leading to the public right-of-way without re-entering the structure.

99. Developer shall provide elevators in structures of three stories or more, except where the third story consists entirely of upper levels of residence that have entrances at the first or second story. A single elevator may serve multiple buildings where elevator access is provided to each level of connected buildings. (PL/B, PL-17)

143. Prior to issuance of building permits, Owner/Developer shall enter into a Density Bonus Agreement/AAHOP Agreement ~~agreement~~ in a form approved by the Housing Director and City Attorney ensuring the continued affordability of the 57 units (plus 1 manager's unit exempt from affordability requirements) which qualified the applicant for four Density Bonus concessions and a 20% density bonus increase above the AAHOP base density of 24 units/acre. All affordable units must meet the rent standards of Health and Safety Code Section 50053.

144. The Density Bonus Agreement/AAHOP Agreement ~~agreement~~ shall be recorded in the Office of the Ventura County Recorder. The term of the Density Bonus Agreement/AAHOP Agreement ~~agreement~~ shall be for a minimum of 55 years.

145. The Density Bonus Density Bonus Agreement/AAHOP Agreement shall, among other things, specify the number of affordable units by number of bedrooms, level of affordability, collection of an annual report, standards for qualifying household incomes or other qualifying criteria. Developer hereby agrees that fees may be charged to the developer for monitoring, staff time expended for preparation of the Density Bonus Agreement/AAHOP Agreement ~~agreement~~ and subsequent compliance with said Density Bonus Agreement/AAHOP Agreement ~~agreement~~.

182. Storm drain, sewer and water facilities shall conform to applicable City Master Plans. Developer shall prepare plans for ~~these facilities~~ required by the project in accordance with

City's engineering design criteria in effect at the time of improvement plan submittal. Developer shall submit plans with pertinent engineering analyses and design calculations for review and approval by the City Engineer prior to issuance of a site improvement permit. (DS-34)

188. Prior to designing the water system for the project, Developer shall have a certified fire flow test performed to determine existing water pressure and flow characteristics. The water system shall be designed to allow for a 10 psi drop in the static water pressure measured during the fire flow test. After construction and before City issues a certificate of occupancy, the City Engineer or Fire Chief may require a second test. Developer shall obtain permits from the City Engineer prior to performing tests. Developer shall have all tests certified by a mechanical, civil, or fire protection engineer and provide written results of all tests to the City Engineer and Fire Chief. (DS-47)

189. Developer shall improve all streets, ~~alleys~~, sidewalks, curbs, and gutters adjacent to the project in accordance with City standards, as necessary to provide safe vertical and horizontal transitions. (DS-52)

221. ~~If not already installed by another developer by~~ By the date of issuance of the first certificate of occupancy, Developer shall design and construct ~~a widening of Etting Road frontage improvements along the Etting Road project frontage and constructs (starting from the north right-of-way line): a 6-foot concrete sidewalk, an 8-foot landscaped parkway, and curb and gutter a 6-foot shoulder, two 12-foot wide travel lanes (one for eastbound and one for westbound traffic), and a 6-foot wide paved shoulder on the south side.~~ Improvements shall also include appropriate transitions from these new improvements to the existing paved roadway. The final design is subject to the approval of the City Traffic Engineer. ~~Staff estimates about 4,300 square feet of pavement is required for the widening. The City is currently processing plans for improvements along the Etting Road frontage of this project that are required of another nearby project (PZ 14-540-001). The nearby project's plans are anticipated to include the pavement widening required by this condition. The improvement plans for this project (PZ 15-200-001) are not required to include improvements for which PZ 14-540-001 has prepared plans, posted bonds, and pulled a construction permit. Relief from the requirement to provide plans for improvements already permitted by PZ 14-540-001 does not mitigate the requirement that the stated Etting Road widening must be constructed prior to the first certificate of occupancy for this project. Developer is advised to coordinate the design and construction of frontage improvements with the Developer of PZ 14-540-001 to the greatest extent possible. Upon request by the Applicant when the improvements are completed by a third party, the Planning Manager will prepare a letter stating these improvements are completed and accepted by the City and that this condition is satisfied.~~ (DS)

224. Prior to issuance of a certificate of occupancy, Developer shall construct an offsite 6-foot wide sidewalk along the north side of Etting Road (unless tree locations dictate a narrower width at specific locations) that extends from the project's easterly boundary to the east leg of the Etting Road/Olds Road intersection. The sidewalk is to provide a safe pedestrian route from the project to the nearby schools. The final materials and layout of the sidewalk is subject to the

approval of the Community Development Director and City Engineer. Construction plans shall be processed concurrent with site improvement plans. (TR)

Removed Conditions

Remove conditions 38, 49, 94, and 116 in the draft Resolution:

~~38. Parking stalls shall be enumerated. However, the stall numbers shall not correspond to the residential unit assigned the stall.~~

~~49. Landscape elements shall be arranged to provide clear lines of sight and eliminate potential places of concealment.~~

~~94. During construction, Developer shall control dust by the following activities:~~

~~All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code section 23114, with special attention to sub sections 23114(b)(2)(F), (c)(2) and (c)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.~~

~~All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (B/DS, PL-12)~~

~~116. Prior to issuance of building permits, Applicant shall design patio and balconies facing Etting Road and Pleasant Valley Road with railings not to exceed 42 inches with not more than 50 per cent enclosure. (PL)~~

