

**COMMUNITY DEVELOPMENT DIRECTOR
STAFF REPORT**

TO: Vyto Adomaitis, Community Development Director

FROM: Jay Dobrowalski, Senior Planner

DATE: July 7, 2021

SUBJECT: **Project Name: C Street Apartments;** Planning and Zoning Permit No. 20-200-03 (Major Downtown Design Review Permit) to allow for the construction of a 5-story, 175-unit mixed use apartment building with 1,145 square-feet of commercial space, located at 761 South C Street (APN: 202-0-135-035).

- 1) **Recommendation:** That the Community Development Director (“**Director**”) finds the Project to be Categorically Exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15332 (In-Fill Development), and adopt the Resolution approving Planning and Zoning Permit No. 20-200-03 (Major Downtown Design Review Permit) subject to certain findings and conditions.
- 2) **Project Description and Applicant:** A request for a Major Downtown Design Review (DDR) Permit to authorize the demolition of an approximately 27,000 square-foot educational training building and construct a 5-story, 175-unit apartment building (18 affordable units) with 99 parking spaces, a gym, 1,145 square-feet of commercial space, 18,700 square-feet of private open space, and 5,250 square-feet of public open space on a 1.48-acre lot in the Downtown General (DT-G) zone. Proposed development includes commercial space, residential space, and parking on the ground level, with an additional 4 levels of residential units (for a 5 story building). All units are studio, 1, 2, or 3 bedroom units that will be 532 to 1,355 square-feet. Private open space will be provided in the courtyard on the second floor and in the two roof deck areas on the fifth floor. These common areas will contain seating areas and planters. Additionally, most units will have a small balcony for private use.

The Project is located at 761 South C Street in the Downtown General (DT-G) zone (Attachment A). For purposes of this staff report, the foregoing project description shall be referred to as the “**Project**”. Filed by Matt Mansi, Aldersgate Investment, 300 East Esplanade Drive, Suite 1550, Oxnard, California 93036.

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

- 3) Existing & Surrounding Land Uses:** The Project site is currently developed with a single-story, approximately 27,000 square-foot educational training building. The Project site is bordered by streets on three sides. The project site is bounded by Eighth Street to the south, South C Street to the east, South D Street to the west, and the Palm Terrace Apartment buildings to the north, which are south of West Seventh Street. The following table describes the General Plan Land Use Designations, Zoning designations, and existing land uses of the Project site and adjacent properties:

LOCATION	GENERAL PLAN	ZONING	EXISTING LAND USE
Project Site	Downtown (DTN)	Downtown General (DT-G)	Trade School
North	Downtown (DTN), Downtown Edge (DTE)	Downtown General (DT-G), Downtown Edge (DT-E)	Apartment buildings
South	Downtown (DTN), Residential Medium High (RMH)	High Rise Residential (R-4), Downtown Edge (DT-E)	Eighth Street, Senior Center, Apartment buildings
East	Downtown (DTN)	Downtown General (DT-G)	Apartment buildings
West	Downtown Edge (DTE)	Downtown Edge (DT-E)	Church, school

4) Background Information:

- a) In July of 1967, the project site was developed with an office building. The site was used for various administrative offices.
- b) In 1998, the Center for Educational Training converted the existing office building for use as a trade school. The trade school has hosted various events that required Temporary Use Permits, such as rummage sales and a resource fair.
- c) On July 30, 2019, the City Council adopted Ordinance No. 2963, which amended the Oxnard City Code Chapter 16, Division 10 and instituted a new "Downtown Code," and associated Zone Changes. The Downtown Code allows for a maximum development of 2,284 residential units and 3,025,370 square-feet of commercial space. The development allowed within the Downtown Code was evaluated in the 2030 General Plan Addendum No. 5, and it was determined to not result in any new significant impacts.

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

This Project includes the construction of a mixed-use apartment building with commercial space that is consistent with the General Plan land use designation of Downtown and the Downtown Code zoning designation of Downtown (DT-G). The proposed development is located on a 1.48-acre project site which is surrounded by urban uses. The Project site will be adequately served by all required utilities and public services. The Project site is currently developed with a building and parking area and has no value as habitat for endangered, rare or threatened species. Additionally, as noted above, the build out of the Downtown area was evaluated in Addendum No. 5 to the 2030 General Plan Environmental Impact Report (EIR) (Attachment C). The build-out of the Downtown area was assumed to be 2,284 residential units and 3,025,370 square-feet of commercial space. Addendum No. 5 determined that the build-out of the Downtown area under the Downtown Code would not result in any additional impacts on the environment compared to those anticipated and reviewed by the 2030 General Plan Program EIR. As this Project is consistent with the Downtown Code and is within the assumed buildout as analyzed, this Project will not result in any significant effects relating to traffic, noise, air quality, or water quality. No Exceptions to the Exemptions (Section 15300.2) apply to defeat the Exemption. Therefore, staff has determined that there is no substantial evidence that the project will have a significant effect on the environment and recommends that the Community Development Director accept the Notice of Exemption (Attachment D) attached to the staff report.

6) Analysis:

- a) General Discussion:** As discussed below, the Project has been found to be consistent with both the General Plan and the Downtown Code. In accordance with the Downtown Code, construction of the Project is subject to a Community Development Director-approved Major Downtown Design Review permit.
- b) General Plan Consistency:** The City's 2030 General Plan land use designation for the subject site is Downtown (DTN) uses which allows retail, commercial, government and residential uses in the urban context of the downtown area, regulated by form-based development and performance standards to encourage pedestrian-oriented design, diverse and high-quality housing choices and transit utilization. The proposed mixed use residential / non-residential building includes space on the ground floor which could be used for permitted commercial or office uses (consistent with the Downtown Code "Allowed Uses" Table 16-148, but is casually referred to as "commercial" for the remainder of this report) and residential units on the top four floors. The building includes limited parking on the ground floor that is consistent with pedestrian-oriented design. Approval of this Major Downtown Design Review Permit has been determined to be consistent with the General Plan and the property's land use designation.

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

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

POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
CD-19.1	I	Unique Downtown Identity Ensure that downtown Oxnard occupies a niche in the marketplace as a civic center supported by businesses, retail, residential components, arts, and entertainment.	Project is consistent with Downtown Code to provide mixed uses to revitalize downtown.
CD-19.2	I	Complementary Development Seek a complementary rather than competitive role with other areas of the City for the continued economic development of the City's downtown.	Project will provide needed housing opportunities to support economic development throughout the City.
CD-19.4 CD-1.2	I	Revitalization and Redevelopment As part of the City's redevelopment programs and planning, promote the revitalization of residential, commercial, and industrial properties that are deteriorated or detract from the visual quality of the City. Infill Development, Priority to Mixed Use Promote the efficient use of larger vacant parcels and vacant areas of the City by encouraging infill development, with a priority to mixed uses that reduce vehicle trips and GHG emissions and promote sustainable development goals and	Project is a mixed use in-fill development that will revitalize the Downtown area.

		objectives.	
CD-19.5	I	Attract Downtown Investment Encourage investors to purchase downtown property and help property owners lease space.	Project includes 175 residential units and 1,145 sq. ft. of commercial space that could be offered for lease.
CD-1.7	I	Compact Development Promote the use of development patterns that are more compactly built and use space in an efficient aesthetic manner as part of the community vision.	Project is designed as a podium style building for efficient use of space on the lot.
CD-8.1	I	Limiting Development Continue to limit development to those areas that can be served by existing or planned utilities, transportation, and service systems.	Project is in-fill development that will be served by existing services.
CD-18.1 CD-18.2	I	Attract New Business Identify and attract a range of commercial, retail and industrial businesses that are compatible with the community's business climate and not detrimental to the existing local economy and environment. Small Business Recognize the job creation potential of small business and promote entrepreneurial development and small business expansion.	Project includes commercial space that can be used for new startup businesses.
ICS-8.1	I	Improved Bicycle and Pedestrian Safety Promote safety by minimizing conflicts between automobiles, bicycles, and pedestrians with special attention to lighting resources on commercial corridors.	Project includes improvements to the adjacent alleyway. The project will also provide sidewalk improvements and the provision of bike racks

ICS-8.5		Public Sidewalks and Pedestrian Orientation Consider and require where appropriate and feasible the enhancement of the pedestrian environment as part of private development and public works projects, especially for public sidewalks.	which will promote pedestrian and bicycle use.
ICS-11.7 ER-10.1	I	Water Wise Landscapes Promote use of Native and Water Wise Plants	The project is conditioned to install street trees to assist in screening the building. The trees require very little watering once established. The proposed landscaping in the landscape plan are all low water use plants.
CD-3.4 CD-10.1 CD-10.2 CD-14.1 CD-14.3	II	Neighborhood Quality of Life Human-Scale Development Neighborhood Themes Design Review Process Quality of Design	The application review process led to changes in the project and/or conditions of approval that meet these Level II policies.
All others	III	All policies not listed above	No or distant applicability to the proposed project.

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

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

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

Maximum Development Potential

(Table 16-145.2.J)

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

The project includes 175 residential units and 1,145 gross square-feet of non-residential development. Thus, the remaining maximum development potential in the Downtown area is as follows:

Remaining Maximum Development Potential

Residential	884 Units ¹
Non-Residential	1,149,660 Gross Square-Feet ²

- d) **Site Design:** The proposed mixed use apartment / commercial building is designed as a podium building. The ground floor has a single commercial space on the front (facing South C Street), and the main entry for the apartment building, located on the corner, can be accessed from either South C Street or Eighth Street. The ground floor includes a parking area in the middle of the building that is mostly screened from the street by the residential units located along the perimeter of the building. The top four floors include residential units. The entry to each unit faces an interior hallway of the building that leads to multiple stairways. The southside of the second floor includes an outdoor common area with seating areas that are available for the enjoyment of all the residents. In addition, most of the units have a private patio/balcony (Attachment B).
- e) **Circulation and Parking:** The proposed apartment building includes frontage on, and pedestrian access from, South C Street and Eighth Street. The rear of the building faces the parking area for the adjacent apartment buildings to the north. Vehicular access to the parking garage is provided via a drive from Eighth Street, consistent with the Downtown Code. The ground floor vehicle access includes one two-way vehicle drive aisle which allows access to a total of 99 vehicle parking spaces (96 standard spaces and 3 ADA accessible spaces). Pursuant to the Downtown Code, the proposed development requires 1 parking space per residential unit (for a total of 175 required) and 1 parking space per 1,000 square-feet of commercial space (for a total of 2 required). The Downtown Code requires a minimum of 0.5 spaces for each residential unit on-site, and must include

¹ 2,284 units (Build-out) less: Existing 1,094 units; Proposed 175 units (PZ 20-200-03); Approved 131 units; and Constructed 0 units.

² 3,025,370 square feet (Build-out) less: Existing 1,853,600; Proposed 1,145 square feet (PZ 20-200-03); Approved 20,965 square feet; and Constructed 0 square feet.

payment of an in-lieu fee for 0.5 to 0.99 spaces provided for each residential unit on-site and payment of an in-lieu fee for minimum of 50% of the required commercial parking. The project includes a total of 99 spaces that count toward the 177 required parking spaces (175 residential and 2 commercial). A total of two commercial spaces are being provided on site, so the project will be conditioned to require a payment of an in-lieu fee for 78 of the required residential spaces³ and one of the required commercial spaces⁴. The proposed project is subject to a condition of approval that requires a Parking Management Plan to designate residential and provide for the allocation of the residential spaces to residents. (Attachment F).

- f) **Building Design:** The proposed project includes the construction of a 5-story mixed use apartment / commercial building that has frontages on South C Street, South D Street, and Eighth Street. The proposed building is designed as a podium style building (i.e., the parking is located on the ground floor, with other uses on the top four floors above the parking area). The first floor is designed with residential space, commercial space, parking, and entry to the upper floors, while the top four floors are designed for residential units. The ground floor is designed with mostly residential space along three sides (facing South C Street, Eighth Street, and the adjacent development to the north). The parking area is located on the ground floor in the center of the building behind the residential and commercial space.

The building is designed with contemporary architecture that features clean stacks of fenestration. The building has a four-story step down massing on the south side for a more pedestrian scale. The south side features a second floor courtyard that is open for daylighting. Along the South C Street frontage, the design includes entrances to the lobby of the building, an entrance to the commercial space, and stoop residential units.

The commercial space is designed with a shopfront frontage that features full-length windows. The first floor of the building features painted masonry and the top four floors have a combination of a smooth stucco facade with corrugated metal siding and fiber cement siding to break up the massing. The residential floors feature full-length vinyl windows to lighten the building. The building is designed as a flat roof structure and has a podium courtyard and roof decks for massing relief.

The building features projections in the form of balconies that simply project from the facade on all four sides and wrap-around balconies on all four corners of the building. The building features vertical elements of stair towers, brick texture, and wood piers to break up the massing and provide additional visual interest. The entrance to the building is emphasized with a shopfront corner element that is accessed from both South C Street

³ Project requires 175 residential parking spaces. Project has 97 residential on-site spaces. Downtown Code requires in-lieu payments for 0.5 -0.99 spaces per residential unit. Thus, payment for 78 spaces is required (175 required - 97 provided on-site = required in-lieu payment for 78 spaces).

⁴ Project requires 2 commercial spaces. Downtown Code requires in-lieu payments for 50% of required commercial parking spaces. Thus, payment for 1 space is required (2 required x 50% = required in-lieu payment for 1 space).

and Eighth Street. The main entry also includes direct access to the commercial space. The vehicle entrance to the building is located off Eighth Street, where a gated drive aisle leads directly into the parking area with 99 vehicle spaces.

The 1,145 square-foot commercial space along the building frontage can be used as a commercial space for both the residents and the public. The residential units are designed as either (13) studio units (no bedroom and 1-bathroom units), (130) 1-bedroom and 1-bathroom units, (25) 2-bedroom and 2-bathroom units, or (7) 3-bedroom and 3-bathroom units (for a total of 175 units).

The top four floor plans for the building are generally the same, with the exception of the second floor which has a common area. The entrance of each apartment faces the interior hallway, which leads to a stairway along each side of the building. The second floor features an outdoor courtyard area and two common rooms with amenities for residents. The fifth floor includes two rooftop deck areas and two common rooms with amenities for residents.

- g) **Landscaping and Open Space:** The project site includes landscaping within the setback areas around the perimeter of the building, in the parkway along the building street frontages (facing South C Street and Eighth Street), the second floor common courtyard space, and the fifth floor rooftop deck areas. The parkway on the South C Street frontage includes maintaining the existing street (palm) trees that are consistent with the street trees along C Street.

Pursuant to the Downtown Code, the project includes private open space. The second and fifth floors of the building include a common courtyard area and roof deck areas that include hardscape and landscape. The courtyard area includes seating, a spa, a fireplace, dining tables, and outdoor event space. The roof deck areas include seating areas, tables, and a barbecue.

Per the Downtown Code, the project also includes public open space. The setback areas along the building facing South C Street and Eighth Street include a pocket park. The area includes hardscape and landscape, with the majority of the open area in front of the building along Eighth Street. The pocket park area includes linear seating, planters, and open space.

- 7) **Development Advisory Committee:** On March 22, 2020, the Project was formally reviewed by the Development Advisory Committee (DAC), and DAC members subsequently reviewed revised plans / technical documents submitted in February 2021. Conditions of approval from the DAC are included in the attached Resolution.
- 8) **Community Workshop and Public Input:** The project site is located within the Hobson Park East Neighborhood. On September 21, 2020, the project was presented to the public during a Community Workshop meeting. During the meeting, three members of the public

provided comments regarding the project. The primary concerns were the availability of parking within the Downtown area and the architecture of the building. As discussed above the proposed parking is consistent with the parking requirements and development standards of the Downtown Code. Other than those concerns the comments were generally supportive of the project and indicated that the proposed project is a major improvement to the Downtown area.

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

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

Attachments:

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

ATTACHMENT

A

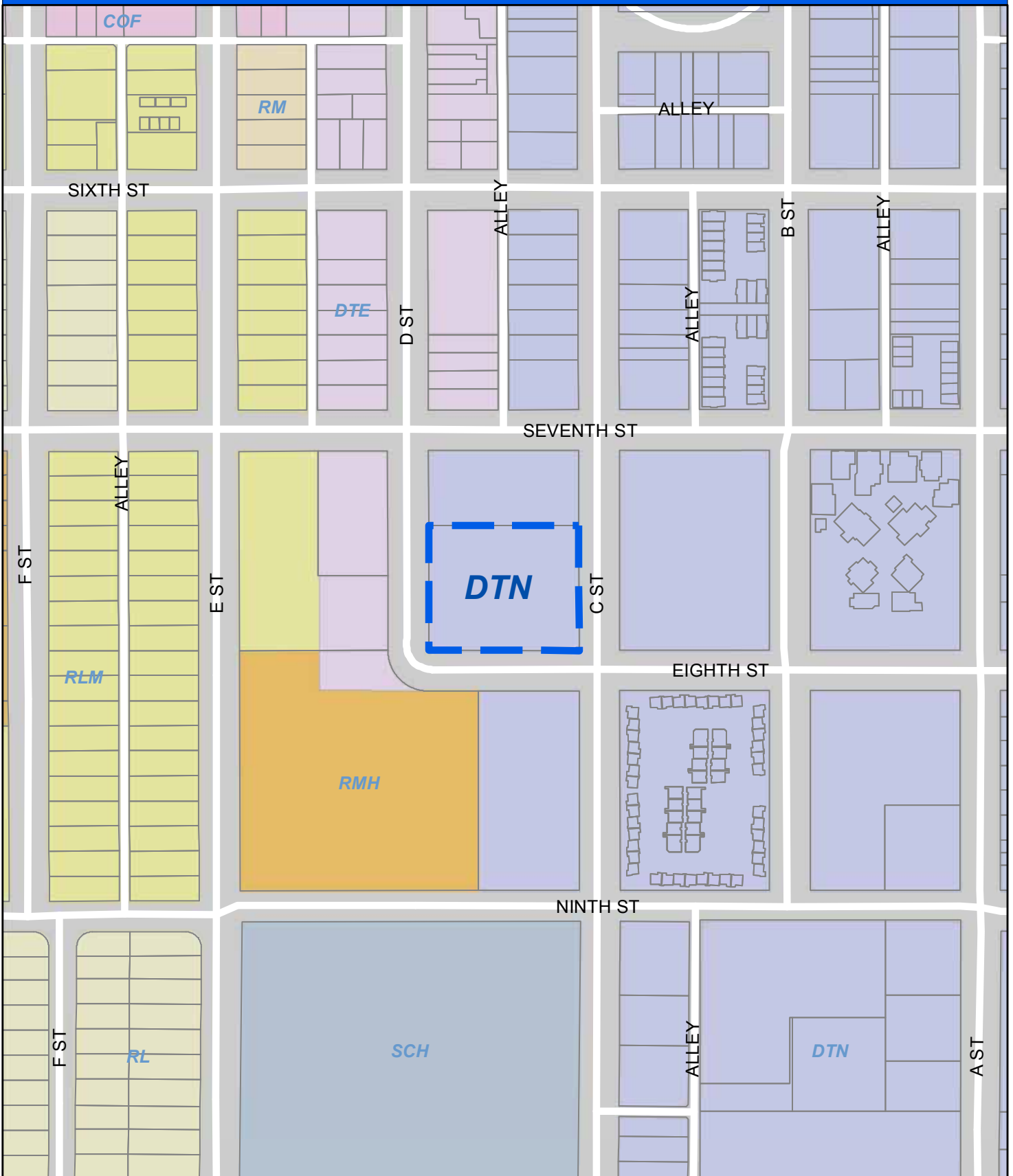
MAPS

(VICINITY, GENERAL PLAN, ZONING, AERIAL)

Vicinity Map

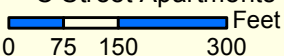


2030 General Plan Land Use Map



Oxnard Planning
June 15, 2021

PZ 20-200-03
Location: 761 S C Street
APN: 2020135035
C Street Apartments



2030 General Plan Land Use Map



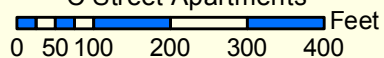
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Zoning/Specific Plan Map



Oxnard Planning
June 15, 2021

PZ 20-200-03
Location: 761 S C Street
APN: 2020135035
C Street Apartments



Zoning/Specific Plan Map



1:3,000



ATTACHMENT B

REDUCED PROJECT PLANS



Sheet Index

Architectural

A0.0	Sheet Index
A0.1	Unit Mix
A0.2	Site Context
A0.3	Site Context
A0.4	Site Context
A1.0	Site Plan
A1.1	Fire Access Plan
A2.0	Building Elevations
A2.1	Building Elevations
A3.0	Building Plan
A3.1	Building Plan
A3.2	Building Plan
A3.3	Building Plan
A3.4	Roof Plan
A4.0	Building Sections
A4.1	Stair Sections
A5.0	Unit Plans
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A5.3	Unit Plans
A6.0	Rendering
A6.1	Rendering
A6.2	Rendering
A6.3	Rendering
A6.4	Rendering
A7.0	Material Board
P-1	Photometric Plan
P-2	Photometric Plan
P-3	Photometric Plan

Landscape

L-1	Ground Level
L-2	2nd Level
L-3	5th Level

PROJECT LOCATION



Vicinity Map N.T.S.



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ALDRSGATE
300 Esplanade Drive, Suite 1550
Oxnard, CA 93036

761 SOUTH C STREET
OXNARD, CA # 2019-0012

CONCEPTUAL DESIGN

DAC Submittal FEB 26, 2020
DAC Resubmittal JULY 9, 2020

SHEET INDEX

A0.0

GSE

TYPE VA PODIUM



Location	761 S. C Street, Oxnard, CA	
Existing Uses	Commercial	
Proposed Uses	Mixed use: Street level retail/parking garage/residential apartments 4 Story Type VA Over 1 Story On Grade Type I Cv Downtown General Code	
Total DU	175	DU
Site Area (Gross)	1.72	AC
Site Area (Net)	1.48	AC
Density	101.7	DU/AC
FAR		
Building Height	60	FT

UNIT SUMMARY

DOWNTOWN ZONE

DOWNTOWN GENERAL

SETBACKS	Allowed	Provide
North	10'-0"	10'-0"
East	10'-0"	10'-0"
South	10'-0"	10'-0"
West	10'-0"	10'-0"

ARCHITECTURAL STYLE

CONTEMPORARY

Height	FT
Allowed	$\pm 85^{\circ}-0^{\circ}$
Provided*	$\pm 58^{\circ}-0^{\circ}$

* Measured to T.O.P.

Ground Floor Height	FT
Allowed	±12'-0"
Provided*	±12'-0"

Ground Floor Unit Depth	FT
Allowed	±30'-0"
Provided*	±30'-0"

Ground Floor Above Grade (resi	FT
Allowed	±1'-6"
Provided*	±1'-6"

PARKING REQUIRED

Residential			
Unit Type	Ratio	Units	Spaces Required
Studio	0.5	13	6.5
1 Bed	0.5	130	65.0
2 Bed	0.5	25	12.5
3 Bed	0.5	7	3.5
Total Res. Parking Required			88
Total Res. Accessible Parking Required		2%	2

Non-Residential (Retail)

Use	Ratio	SF	Spaces Required
Retail	0.001	1,145	2
Total Retail Parking Required			2
Total Retail Accessible Parking Required			1
Total Parking Required			90

PRIVATE OPEN SPACE REQUIRED

	Required
10% of Total Lot Area > 8,000 sf	7,500

PUBLIC OPEN SPACE REQUIRED

	Required
7% min (20,000sf - 2 acres)	5,250

PARKING PROVIDED

Levels	Total Standard	Total Retail	Total Accessible	Total Provided
L1	94	2	3	99
Total	94	2	3	99

Total Res. Parking Provided	97
Total Res. Accessible Parking Provided	2

Total Retail Parking Provided	2
Total Retail Accessible Pkg Provided	1

Total Parking Provided	99
------------------------	----

PRIVATE OPEN SPACE PROVIDED

		Provided
L2	Podium Courtyard	12,000
L5	Roof Terraces	1,500
	Balconies	5,200
Total		18,700

PUBLIC OPEN SPACE PROVIDED

Provided
5,250





1. Existing Site - Intersection of S. C Street & 8th St. (looking north)



2. Existing Site - 8th Street



3. Existing Site - 8th Street at curve (looking north)



4. Existing Site - 8th Street looking south)



5. Existing Site - S. C Street looking south)



Keymap - n.t.s.



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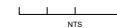


ALDERSGATE
300 Esplanade Drive, Suite 1550
Oxnard, CA 93036

761 SOUTH C STREET
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CONCEPTUAL DESIGN

DAC Submittal FEB 26, 2020
DAC Resubmittal JULY 9, 2020



NTS

SITE CONTEXT

A0.2



1. Site adjacent - east of site - S. C Street & 8th St. (looking east)



2. Site adjacent - south of site - 8th St. (looking west)



3. Site adjacent - south of site - S. C Street & 9th Street looking northeast)



4. Site adjacent - south of site - S. C Street & 9th Street looking southeast)



Keymap - n.t.s.



1. Surrounding Context - 3rd Street City Hall (looking east)



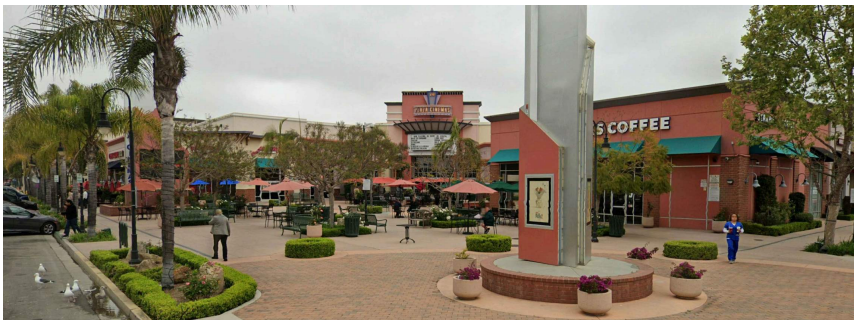
2. Surrounding Context - E. Wooley Rd. (looking east)



3. Surrounding Context - S. C Street (looking north)



Keymap - n.t.s.



4. Surrounding Context - Centennial Plaza - W. 5th St. (looking east)



5. Surrounding Context - Oxnard Performing Arts Center (looking north)



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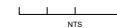


ALDERSGATE
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Oxnard, CA 93036

761 SOUTH C STREET
OXNARD, CA # 2019-0012

CONCEPTUAL DESIGN

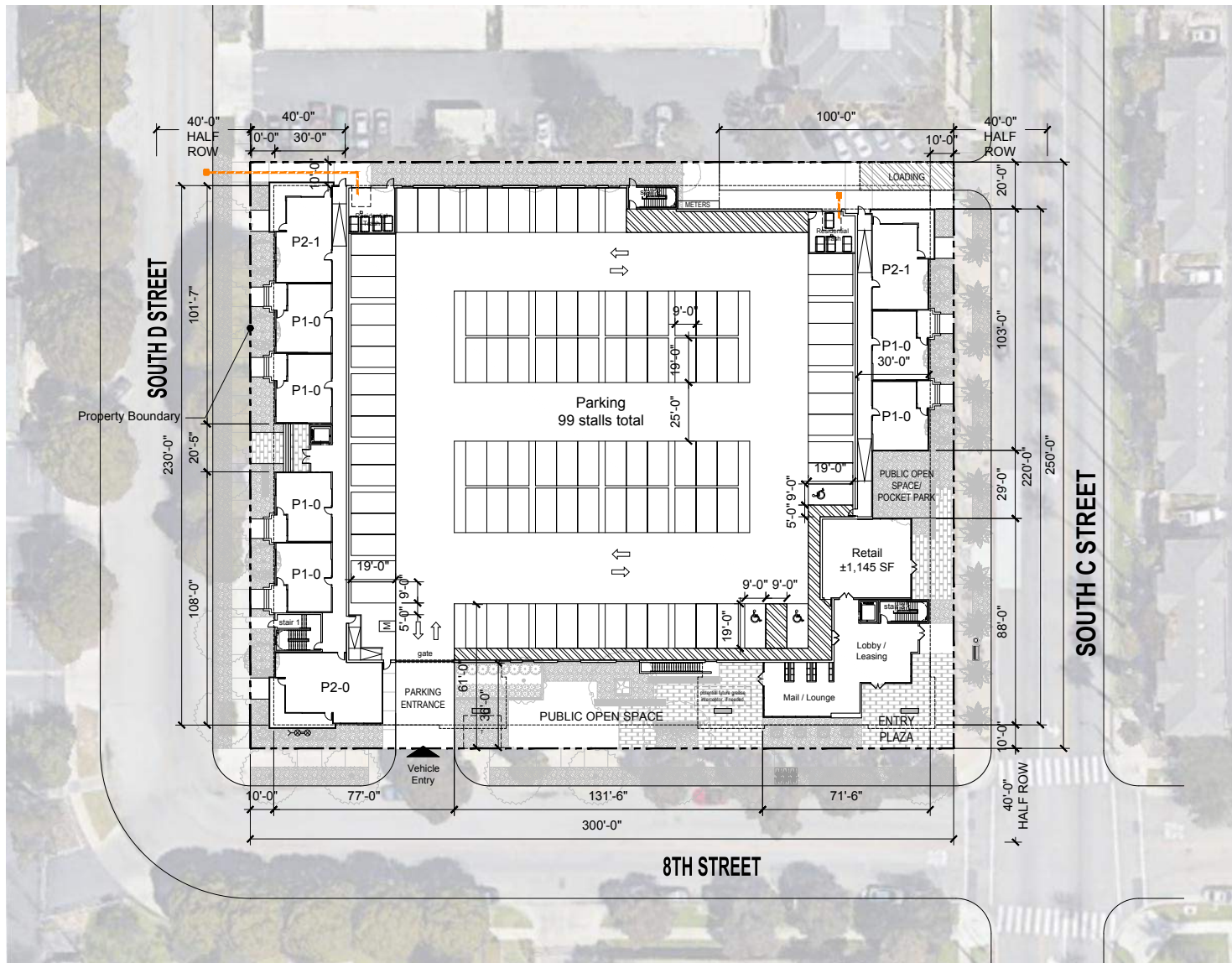
DAC Submittal FEB 26, 2020
DAC Resubmittal JULY 9, 2020

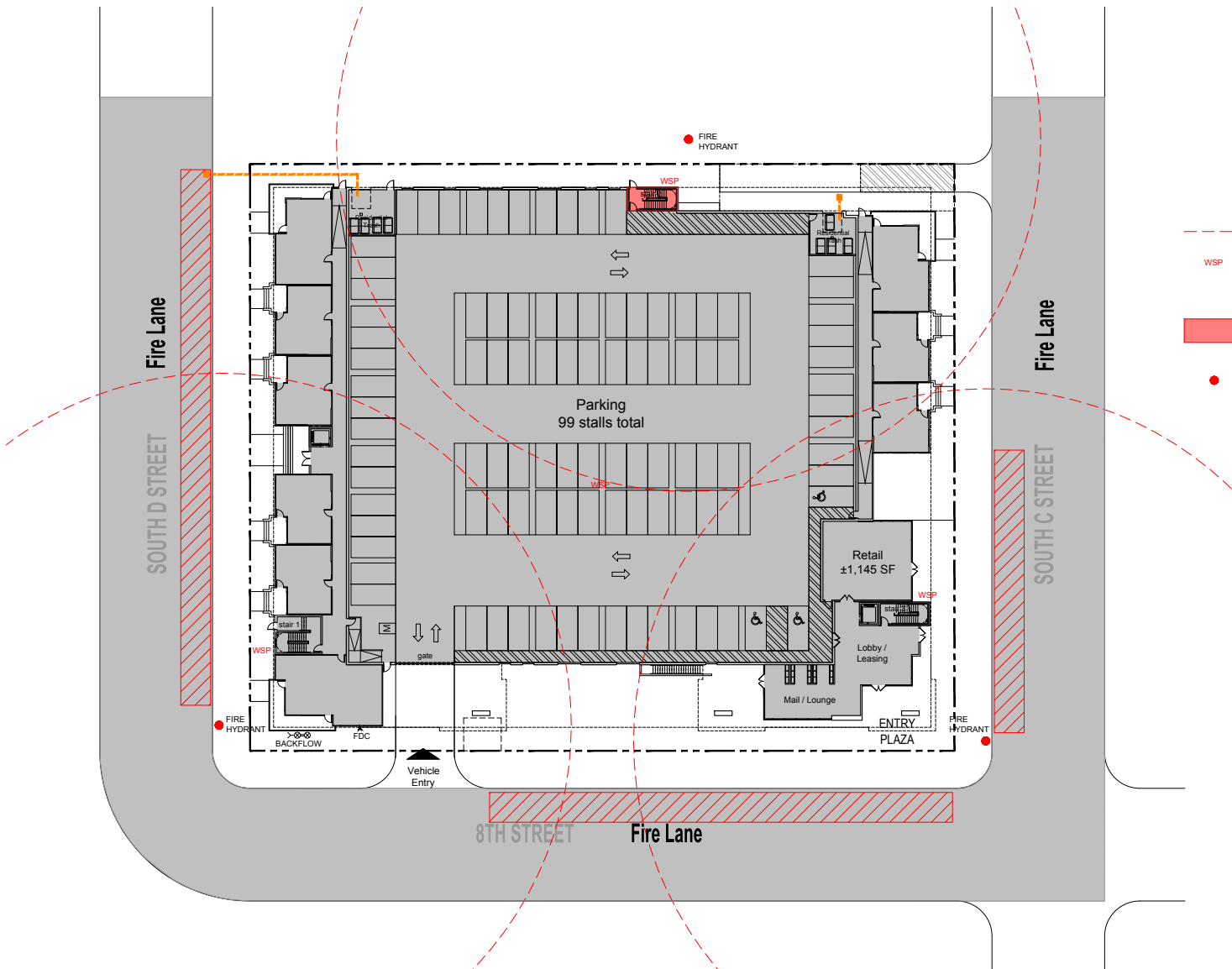


NTS

SITE CONTEXT

A0.4





Project Data

Site Area Information

Gross Site Area ± 1.72 AC
Net Site Area ± 1.48 AC

4 Stories TYPE VA over 1 Story Type IA

150'-0" Radius Hose Pull Distance

Wet standpipes at stairs with 150'-0" hose pull (distance between standpipes shall be between 100' - 130' max).

2-hr fire resistive stair with roof access. All stairwells shall be pressurized.

Fire Hydrant



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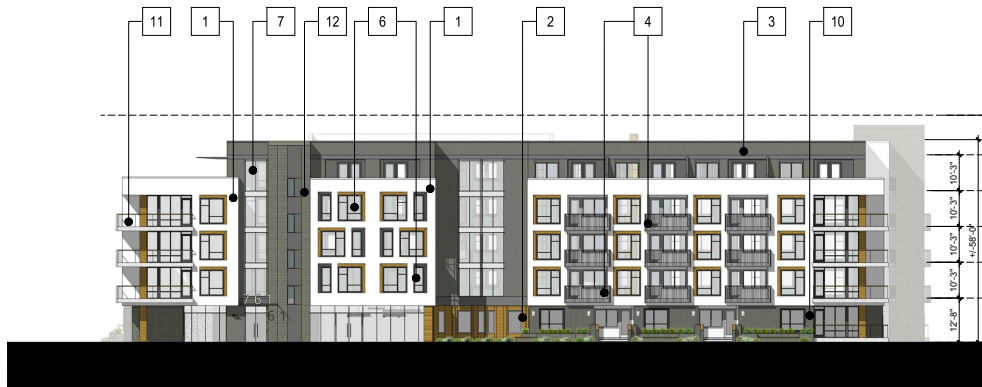
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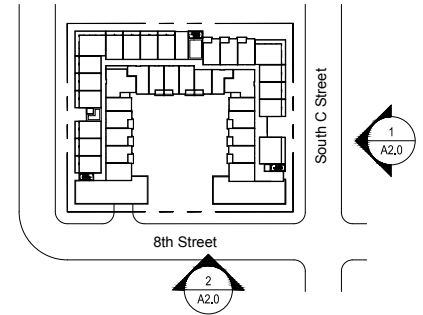
FIRE ACCESS PLAN

A1.1



1. S. C Street (East Elevation)

- Material Legend**
1. Cement Plaster
 2. Fiber Cement Siding
 3. Corrugated Metal Siding
 4. Vertical Metal Railing
 5. Perforated Metal Guardrail
 6. Vinyl Window
 7. Storefront
 8. Decorative Metal Screen
 9. Folding Garage Doors
 10. Painted Concrete/ CMU
 11. Glass Guardrail
 12. Fiber Cement Panel



2. 8th Street (South Elevation)



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DAC Submittal FEB 26, 2020
DAC Resubmittal JULY 9, 2020

0 8 16 32

CONCEPT BUILDING ELEVATIONS
S. C STREET (EAST) AND 8TH STREET (SOUTH)

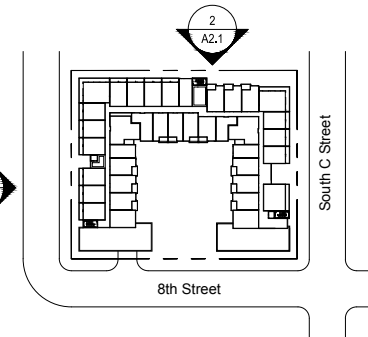
A2.0



1. S. C Street (East Elevation)

Material Legend

1. Cement Plaster
2. Fiber Cement Siding
3. Corrugated Metal Siding
4. Vertical Metal Railing
5. Perforated Metal Guardrail
6. Vinyl Window
7. Storefront
8. Decorative Metal Screen
9. Folding Garage Doors
10. Painted Concrete/ CMU
11. Glass Guardrail
12. Fiber Cement Panel



Keymap - n.t.s.



2. 8th Street (South Elevation)



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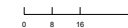


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Oxnard, CA 93036

761 SOUTH C STREET
OXNARD, CA # 2019-0012

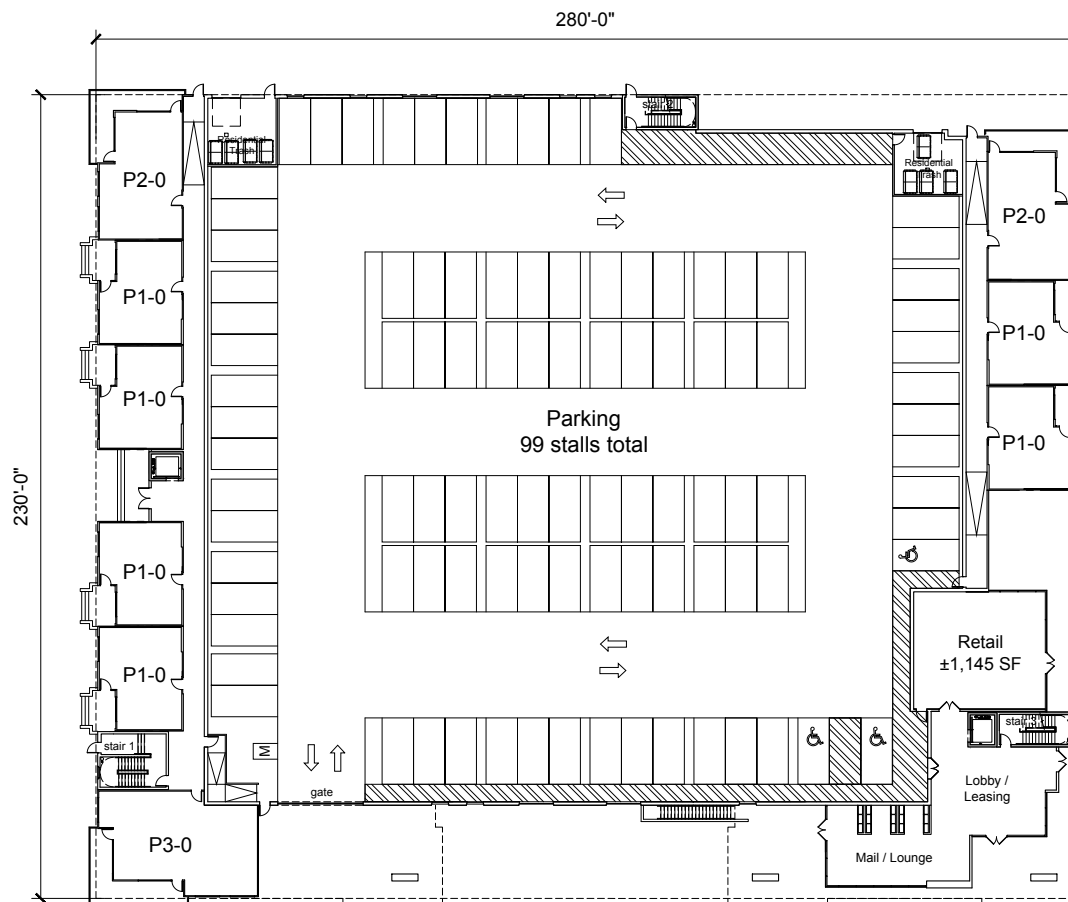
CONCEPTUAL DESIGN

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CONCEPT BUILDING ELEVATIONS
8TH STREET (WEST) AND NORTH ELEVATION

A2.1



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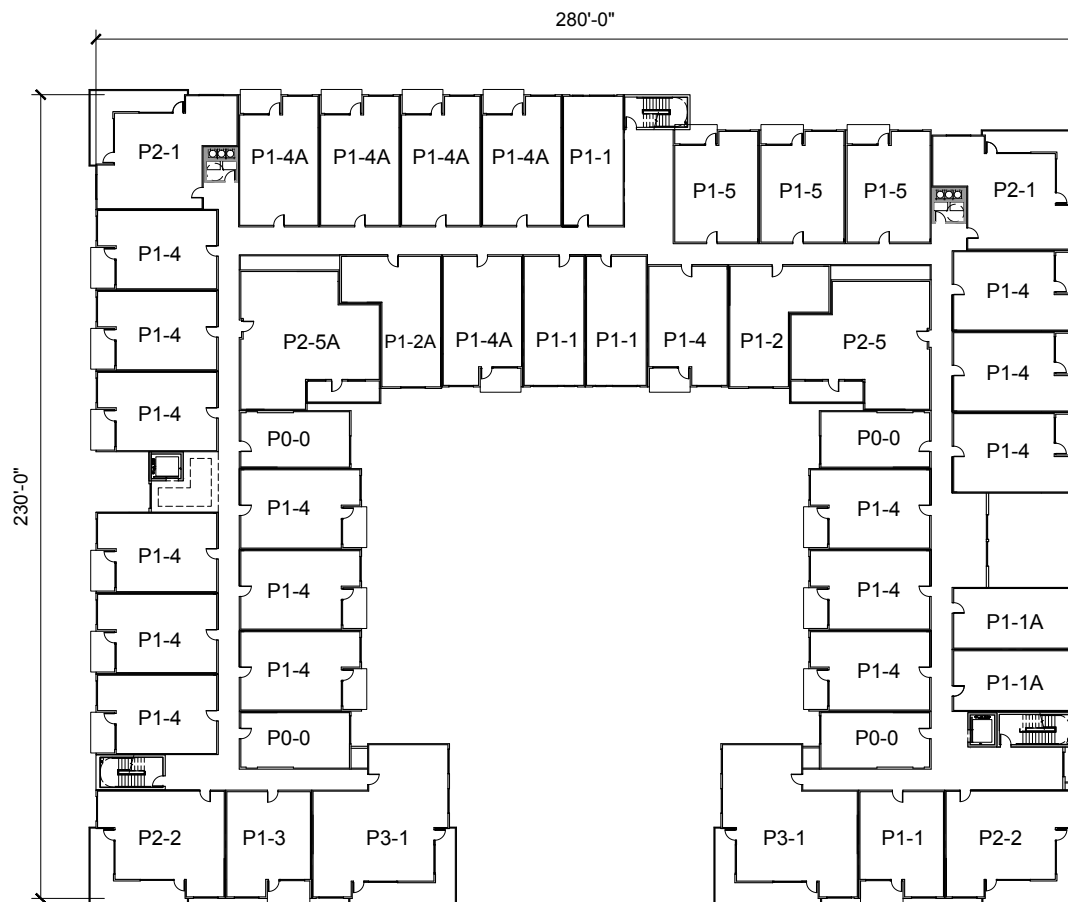
761 SOUTH C STREET
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CONCEPTUAL BUILDING PLAN
GROUND LEVEL

A3.0



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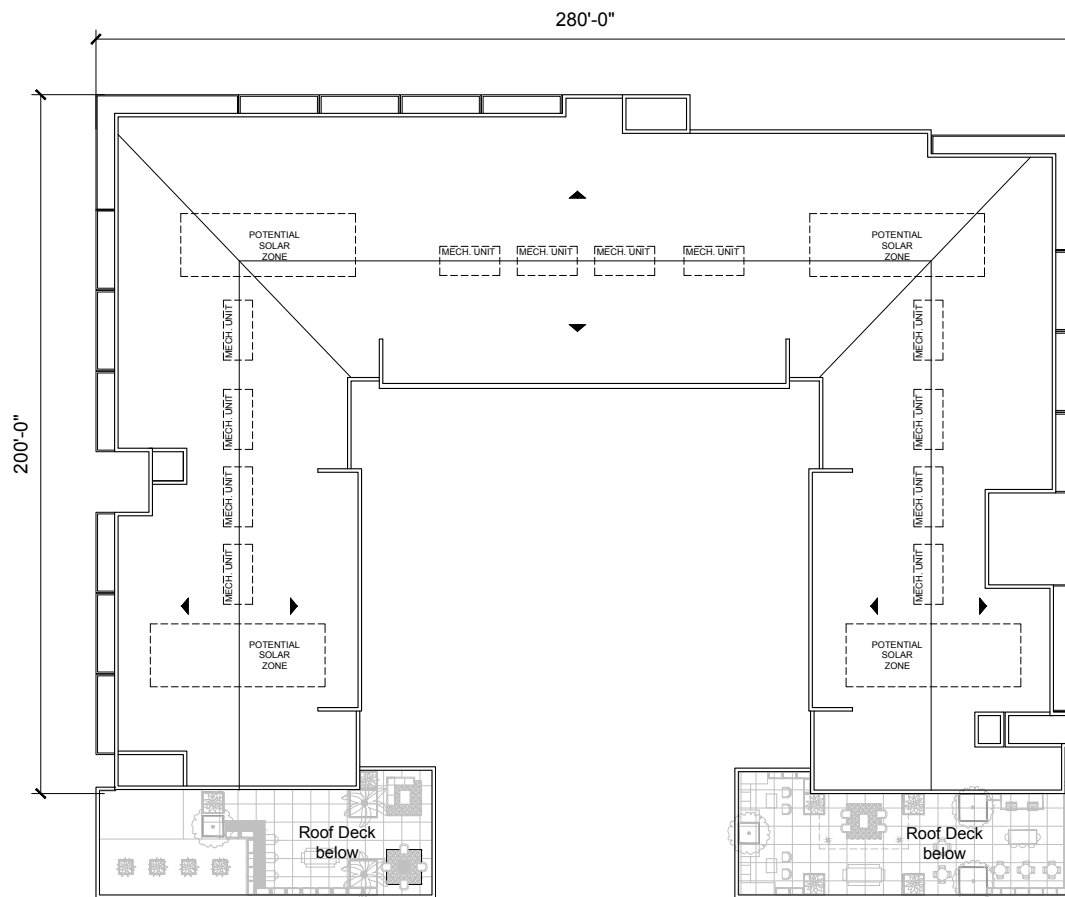
761 SOUTH C STREET
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CONCEPTUAL BUILDING PLAN
LEVELS 3-4

A3.2



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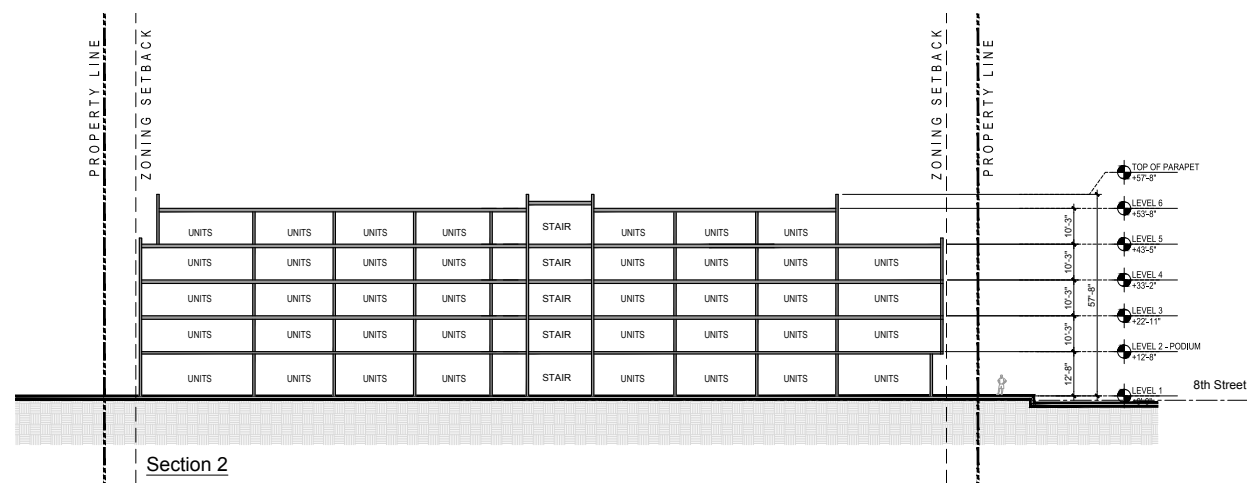
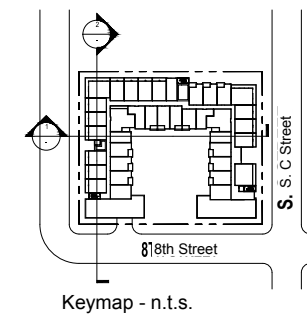
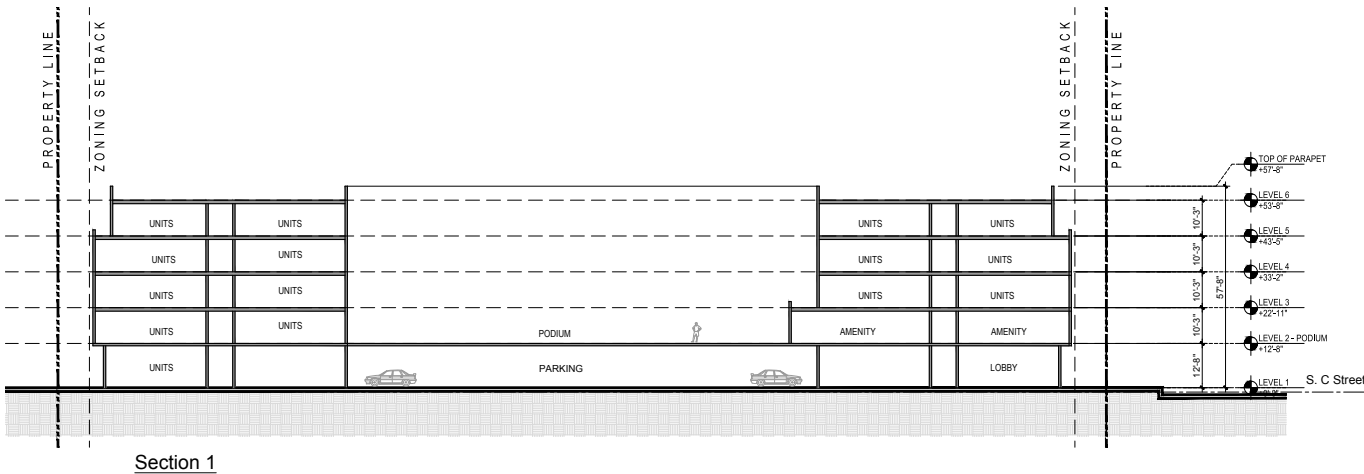
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0 8 16 32

CONCEPTUAL ROOF PLAN

A3.4



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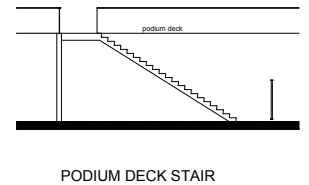
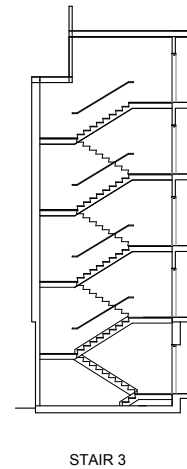
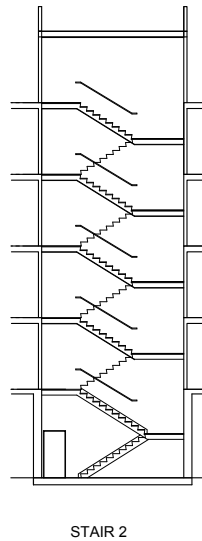
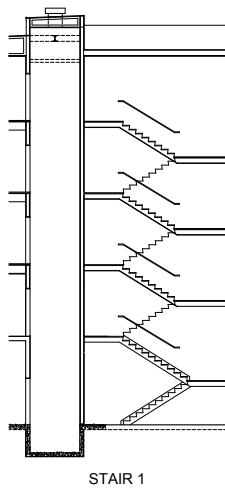
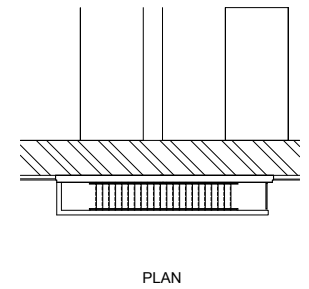
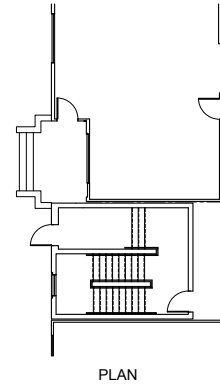
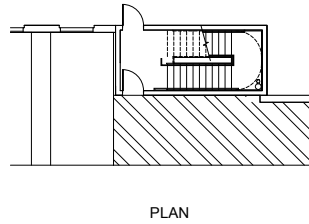
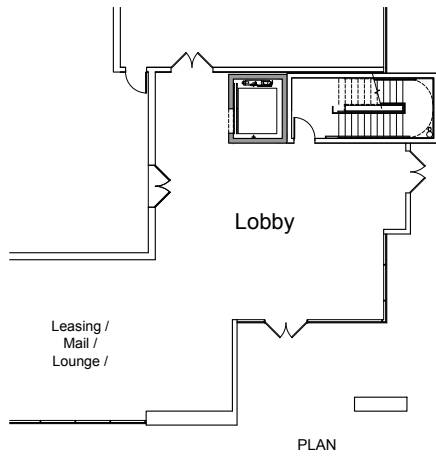
761 SOUTH C STREET
OXNARD, CA # 2019-0012

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CONCEPTUAL SECTIONS

A4.0



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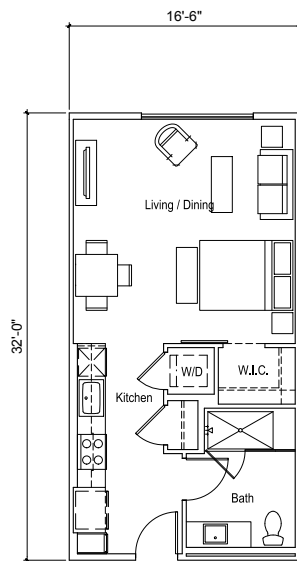
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OXNARD, CA # 2019-0012

CONCEPTUAL DESIGN
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DAC Resubmittal JULY 9, 2020

0 4 8 16

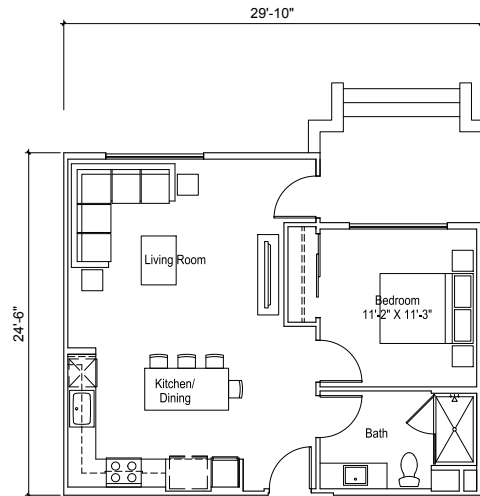
STAIR SECTIONS

A4.1



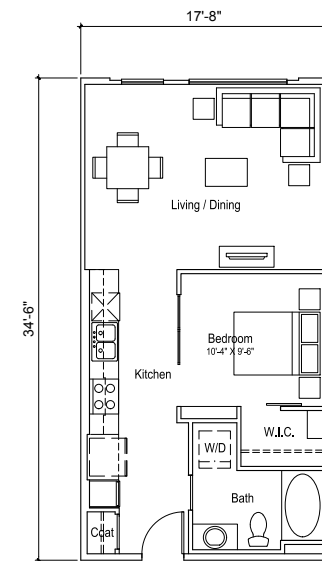
Plan 0-0
Studio / 1 Bathroom
532 SF

13 / 175 Units
7% Total Units



Plan 1-0
1 Bedroom / 1 Bathroom
675 SF

6 / 175 Units
3% Total Units



Plan 1-1
1 Bedroom / 1 Bathroom
615 SF

16 / 175 Units
9% Total Units



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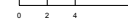


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CONCEPTUAL DESIGN

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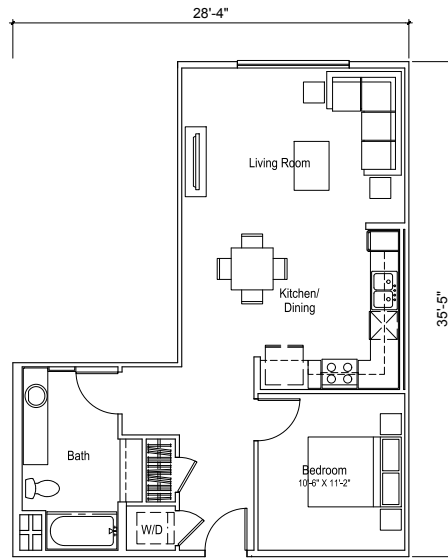


CONCEPTUAL UNIT PLANS

A5.0

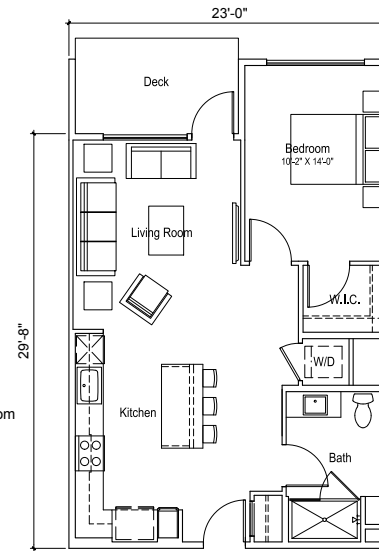
Plan 1-2
1 Bedroom / 1 Bathroom
749 SF

8 / 175 Units
5% Total Units



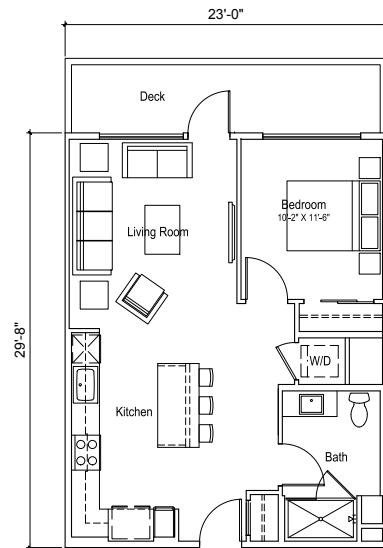
Plan 1-4
1 Bedroom / 1 Bathroom
743 SF

69 / 175 Units
39% Total Units



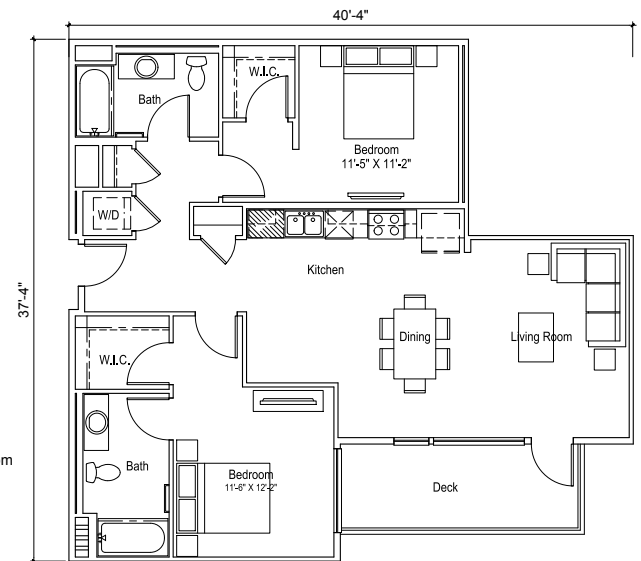
Plan 1-4B
1 Bedroom / 1 Bathroom
682 SF

13 / 175 Units
7% Total Units



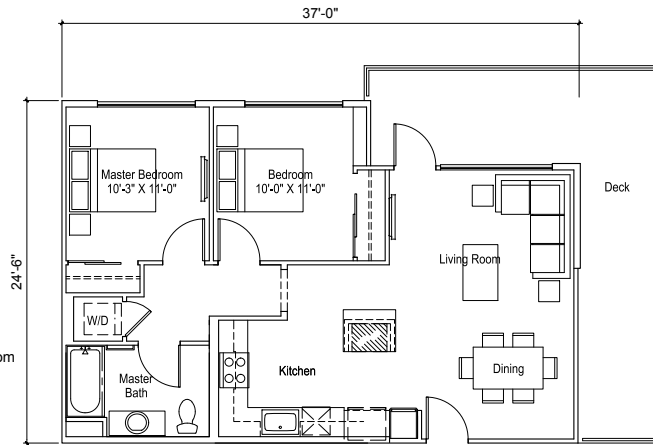
Plan 2-5
2 Bedroom / 2 Bathroom
1,167 SF

8 / 175 Units
5% Total Units



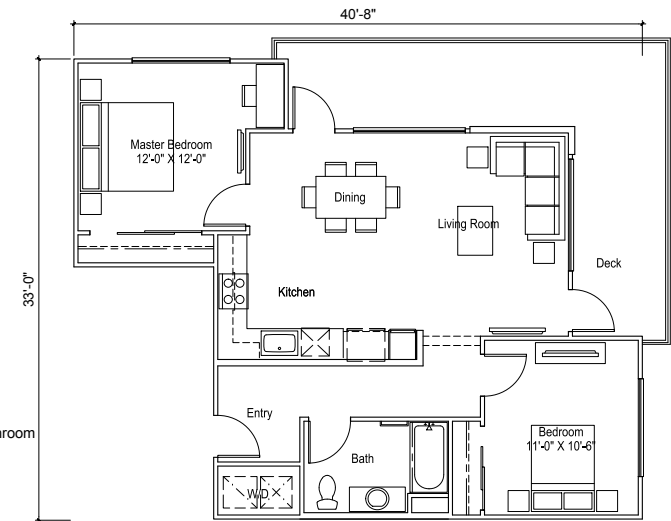
Plan 2-0
2 Bedroom / 1 Bathroom
840 SF

2 / 175 Units
1% Total Units



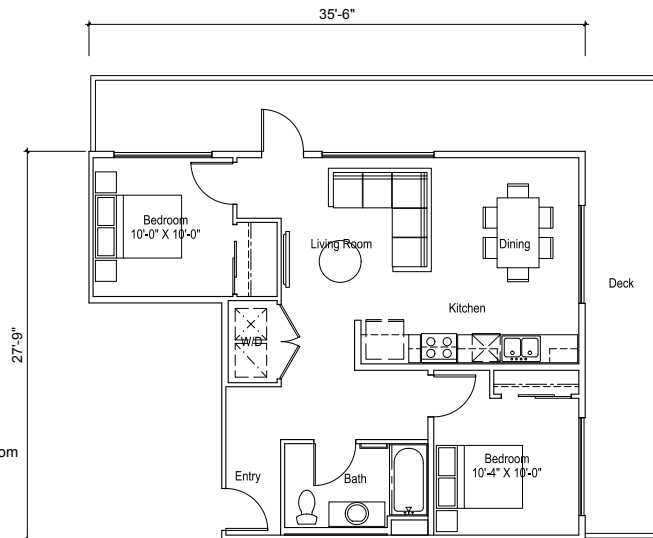
Plan 2-1
2 Bedroom / 1 Bathroom
985 SF

6 / 175 Units
3% Total Units



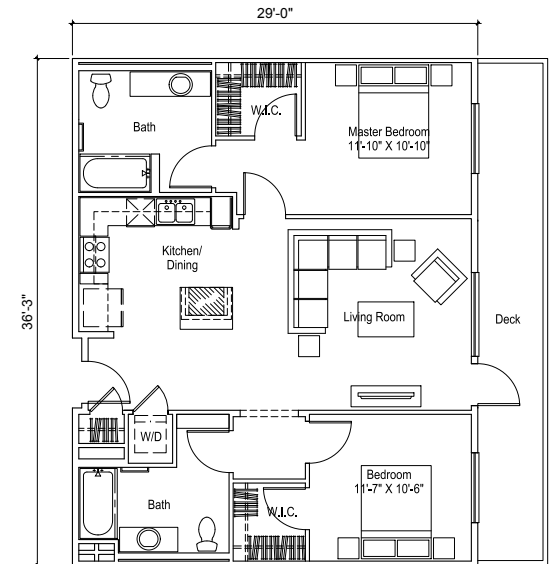
Plan 2-2
2 Bedroom / 1 Bathroom
950 SF

6 / 175 Units
3% Total Units

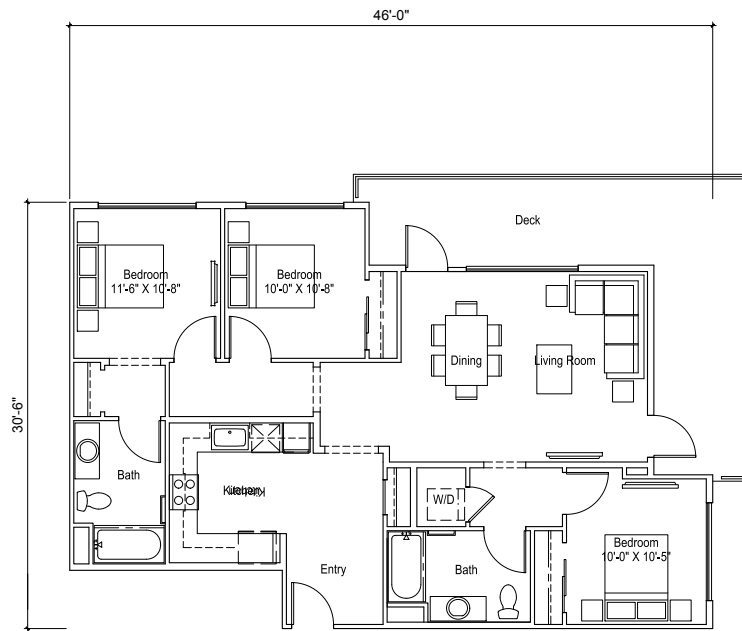


Plan 2-3
2 Bedroom / 2 Bathroom
825 SF

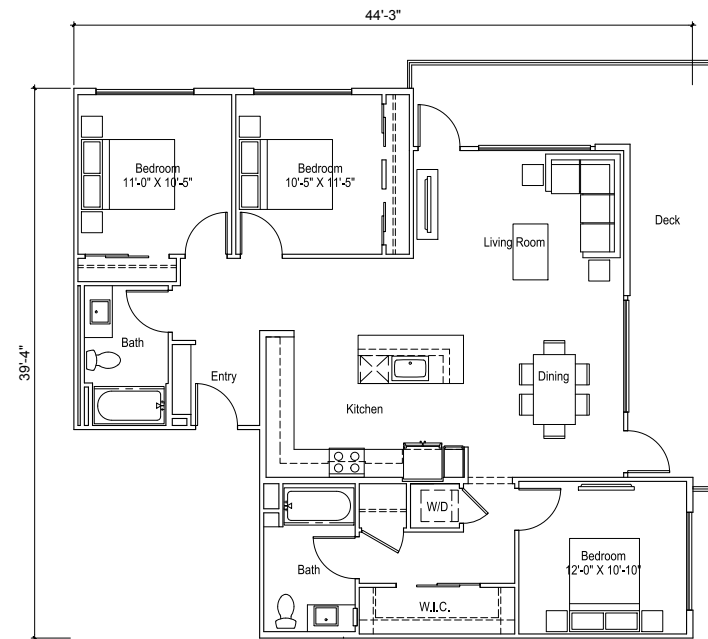
2 / 175 Units
1% Total Units



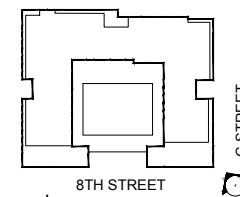
0 2 4 8



Plan 3-0
 3 Bedroom / 2 Bathroom
 1,170 SF
 1 / 175 Units
 .5% Total Units



Plan 3-1
 3 Bedroom / 2 Bathroom
 1,355 SF
 6 / 175 Units
 3% Total Units



Keymap - n.t.s.



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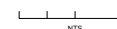


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761 SOUTH C STREET
OXNARD, CA # 2019-0012

CONCEPTUAL DESIGN

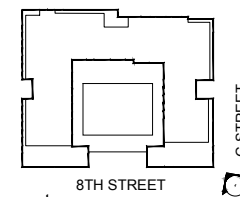
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NTS

CONCEPTUAL PERSPECTIVE
EYE LEVEL CORNER OF C STREET & 8TH

A6.0



Keymap - n.t.s.



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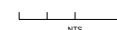


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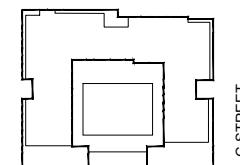
CONCEPTUAL DESIGN

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CONCEPTUAL PERSPECTIVE
8TH STREET PERSPECTIVE AT C STREET

A6.1



Keymap - n.t.s. 8TH STREET C STREET



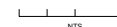
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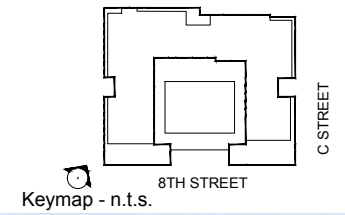
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NTS

CONCEPTUAL PERSPECTIVE
8TH STREET

A6.2



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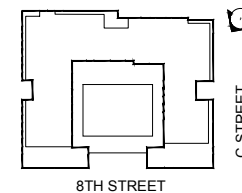
CONCEPTUAL DESIGN

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CONCEPTUAL PERSPECTIVE
8TH STREET CORNER LOOKING TOWARD C STREET

A6.3



Keymap - n.t.s.



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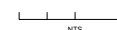


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OXNARD, CA # 2019-0012

CONCEPTUAL DESIGN

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CONCEPTUAL PERSPECTIVE
C STREET LOOKING TOWARD 8TH STREET

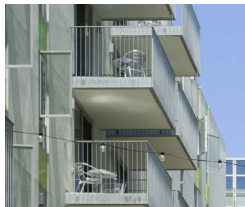
A6.4



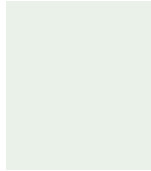
1. FIBER CEMENT SIDING
Wood Look



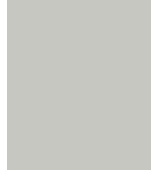
10. GLASS DECK RAILING



11. METAL DECK RAILING



2. STUCCO
/ METAL PANEL
SW 7006
EXTRA WHITE



3. METAL PANEL
/ STUCCO
SW 7657
TINSMITH



4. METAL PANEL
/ STUCCO
SW 7074
SOFTWARE



5. METAL PANEL
/ STUCCO
SW 7075
WEB GREY



6. METAL PANEL
/ STUCCO
SW 7076
CYBERSPACE



7. ADHERED MASONRY VENEER
GREYSCALE



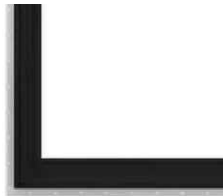
8. BRICK VENEER
MANGANESE IRONSPOT



8. CORRUGATED SIDING
MEDIUM GREY



9. TEXTURED METAL SIDING
SW 4131
CHAMOIX



12. VINYL WINDOWS - BRONZE



Key Elevation



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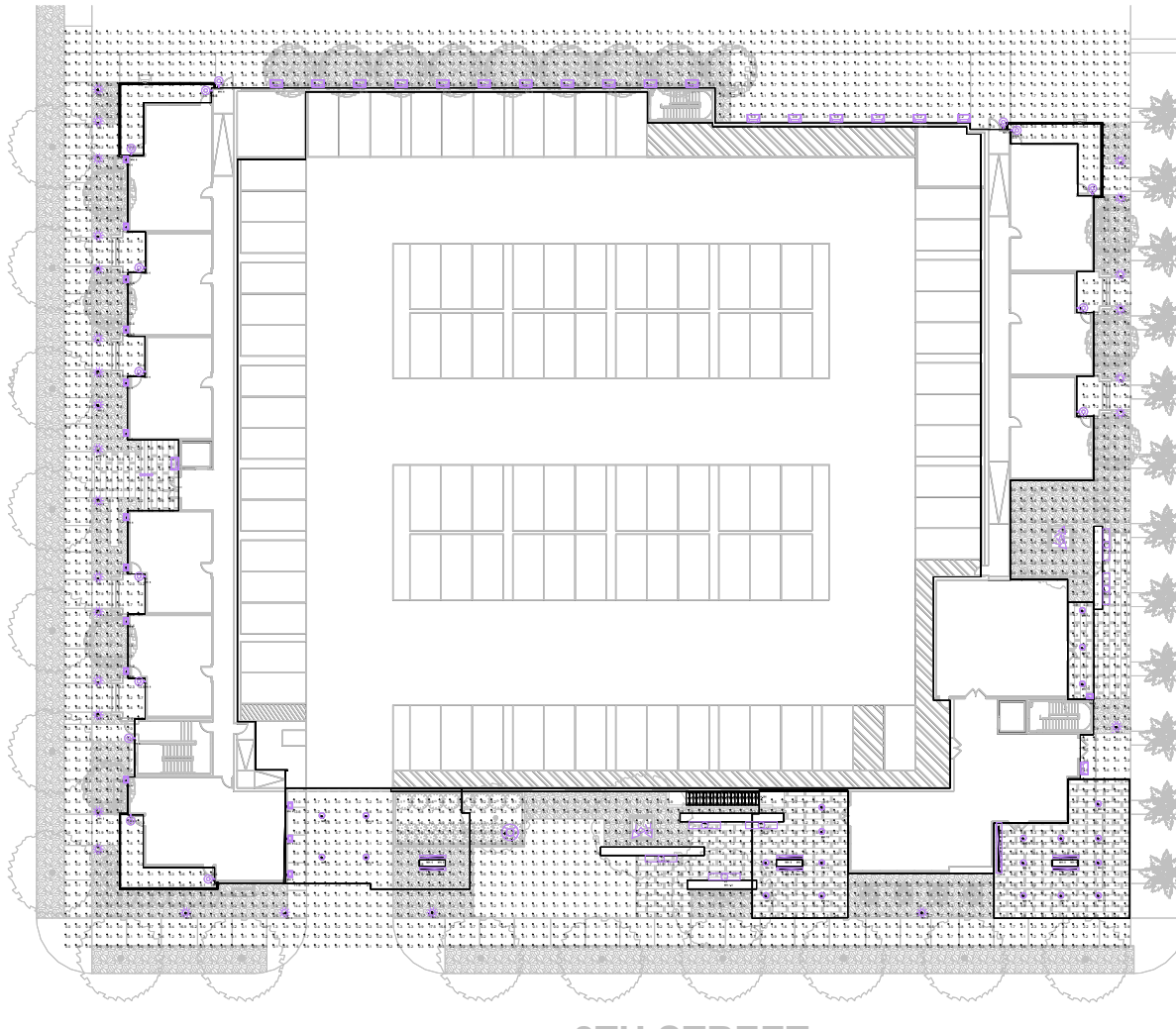
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COLOR & MATERIAL BOARD

A7.0

SOUTH D STREET



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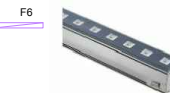
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PHOTOMETRIC PLAN
GROUND LEVEL

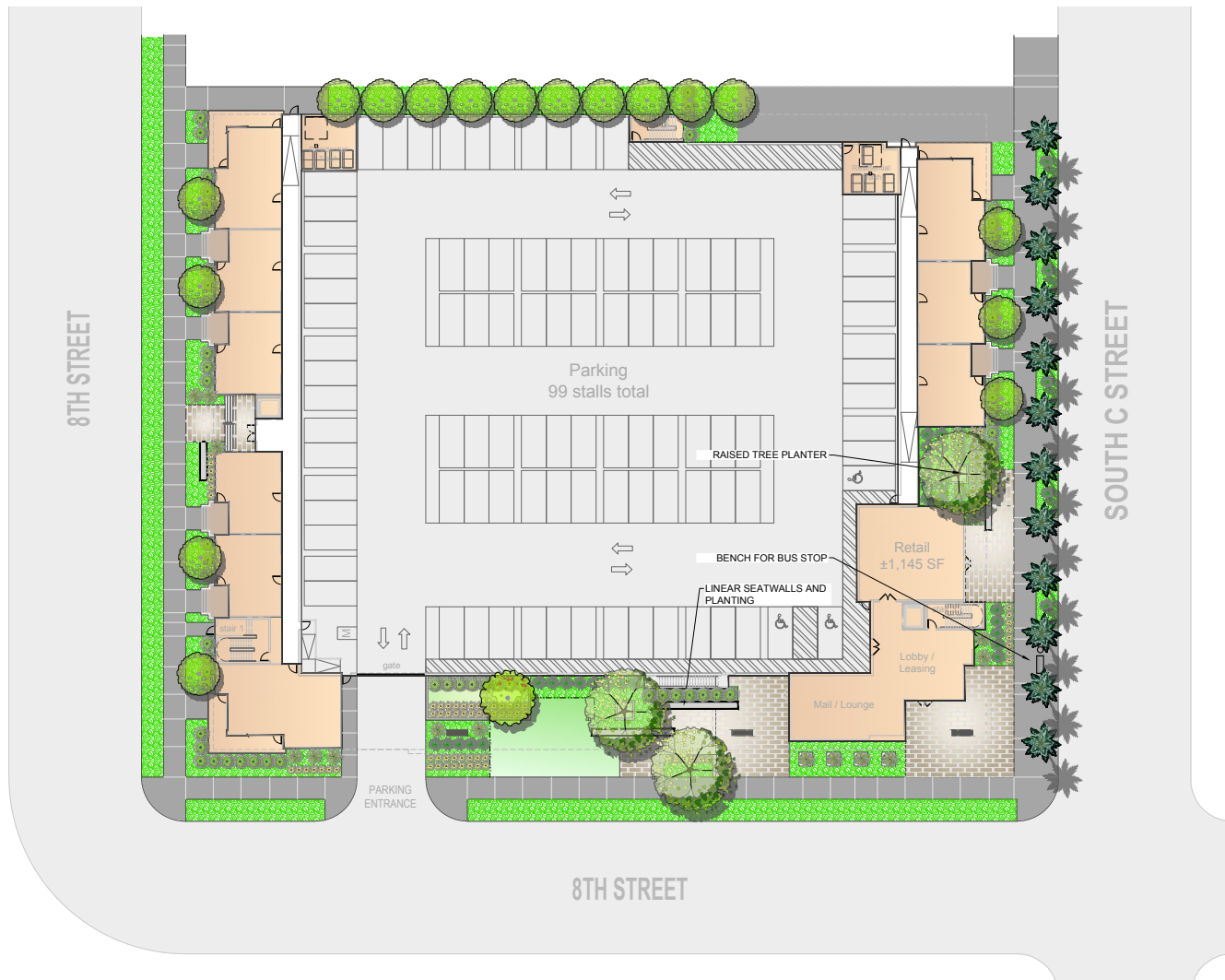
P-1



SYMBOL	MODEL
	UpLight All Lighting Lumen Series 12.5 WBL 16
	F2 - OPTION 2
	F3 - OPTION 1 Black 6000 K up
	Down Light All Lighting Aurora 12.5 WBL 16
	F6
	F7
	F8 - OPTION 3
	F11 - OPTION 4
	F12 - OPTION 1
	F14 - 4 FEET
	F15 - TREE RING





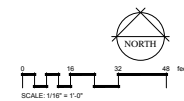


761 SOUTH C STREET OXNARD, CA

GROUND LEVEL

L.A. Group Design Works, Inc.

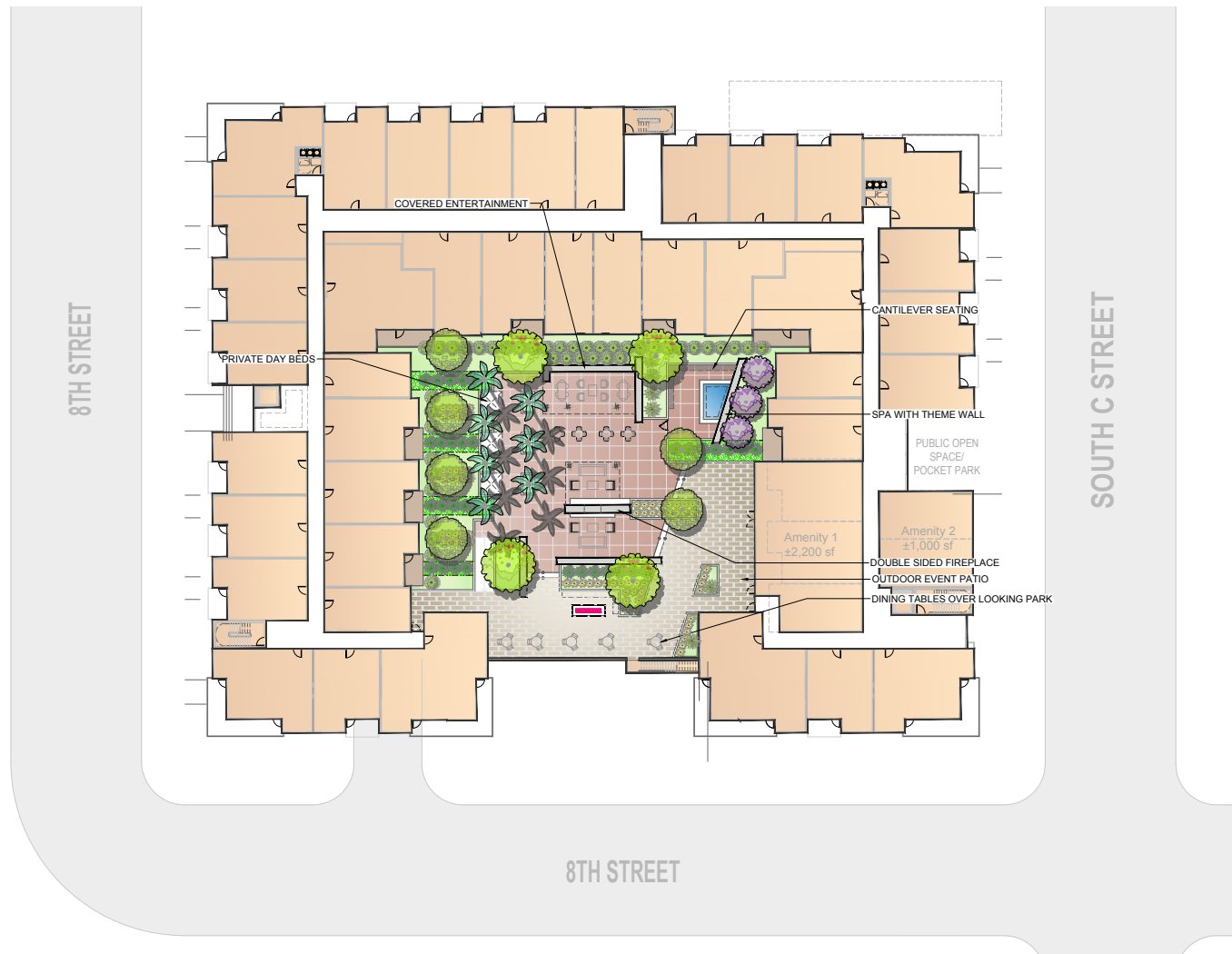
NOTE: OPEN SPACES SHALL BE EQUIPPED
WITH PET WASTE BAG STATIONS AND
TRASH RECEPTACLES FOR DISPOSAL.



Date: 05-28-2020
 Date: 04-01-2020
 Date: 03-27-2020
 J018 # 4882
L-I

L.A. GROUP
Design Works
 Landscape Architecture
 24013 Ventura Blvd. Suite 201
 Calabasas, CA 91302
 p 818.251-9718 / f 818.251-9719
 email: DesignWorks@lagroupinc.net

Landscape Architecture



761 SOUTH C STREET OXNARD, CA

2nd LEVEL

L.A. Group Design Works, Inc.

Date: 04-01-2020
Date: 03-27-2020
JOS # 4882

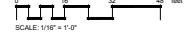
L-2



L.A. GROUP

Design Works

Landscape Architecture
24013 Ventura Blvd. Suite 201
Calabasas, CA 91302
p 818.251-9718 / f 818.251-9719
email: DesignWorks@lagroupinc.net



Landscape Architecture



761 SOUTH C STREET OXNARD, CA

5th LEVEL

L.A. Group Design Works, Inc.

Date: 04-01-2020
Date: 03-27-2020
JOS # 4882

L-3



L.A. GROUP

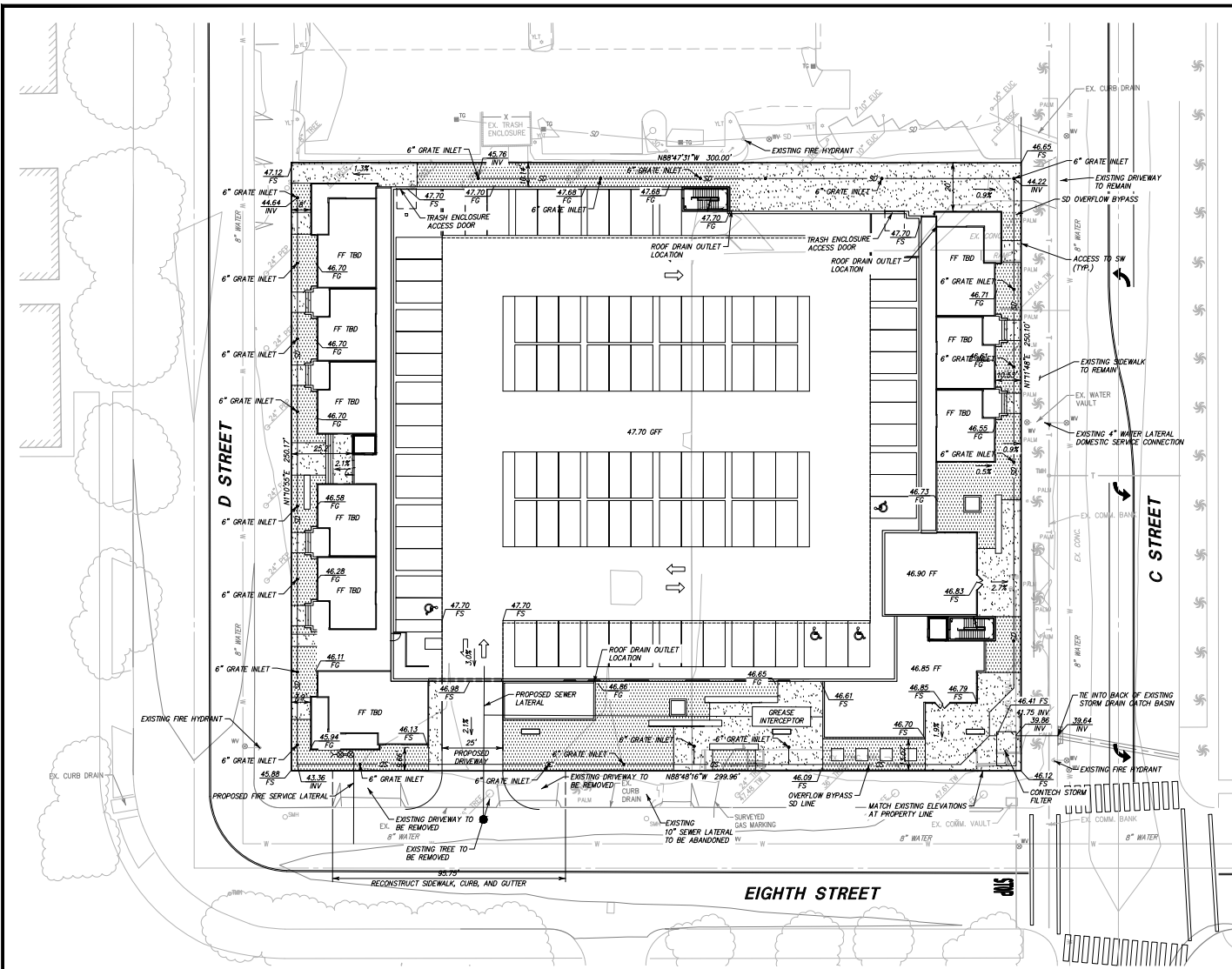
Design Works



0 10 20 40 feet
SCALE: 1/16" = 1'-0"

Landscape Architecture
24013 Ventura Blvd. Suite 201
Culver City, CA 91302
p 818.251-9718 / f 818.251-9719
email: DesignWorks@lagroupinc.net

Landscape Architecture



LEGEND

PROPOSED

- SD STORM DRAIN
- CB CATCH BASIN
- SD SURFACE DRAIN
- W WATER
- S SEWER
- FM FORCE MAIN SEWER
- TOP OF SLOPE
- TOE OF SLOPE
- FLOWLINE
- EASEMENT LINE
- CONTOUR LINE
- DAYLIGHT LINE
- RETAINING WALL
- BLOCK WALL
- FIRE HYDRANT
- STREET LIGHT

EXISTING

- PROPERTY LINE
- STORM DRAIN
- W WATER
- S SEWER
- G GAS
- T TELEPHONE
- OHE OVERHEAD ELEC.
- WV WATER VALVE
- FH FIRE HYDRANT
- SL STREET LIGHT
- CL CONTOUR LINE
- STREET SIGN

ABBREVIATIONS

- FS FINISH SURFACE
- FG FINISH GRADE
- INV INVERT
- TOG TOP OF GRATE
- SW SIDEWALK
- EX EXISTING
- FL FLOW LINE
- PVT PRIVATE
- FF FINISHED FLOOR

GENERAL NOTES:

1. BUILDING TO DRAIN TO ROOF DRAIN LOCATIONS SHOWN ON PLAN.
2. CONTRACTOR TO VERIFY STORM DRAIN AND SEWER TIE IN ELEVATIONS.



1872 DONLON STREET
VENTURA, CALIF. 93003
PHONE 805/654-6877
FAX 805/654-6878

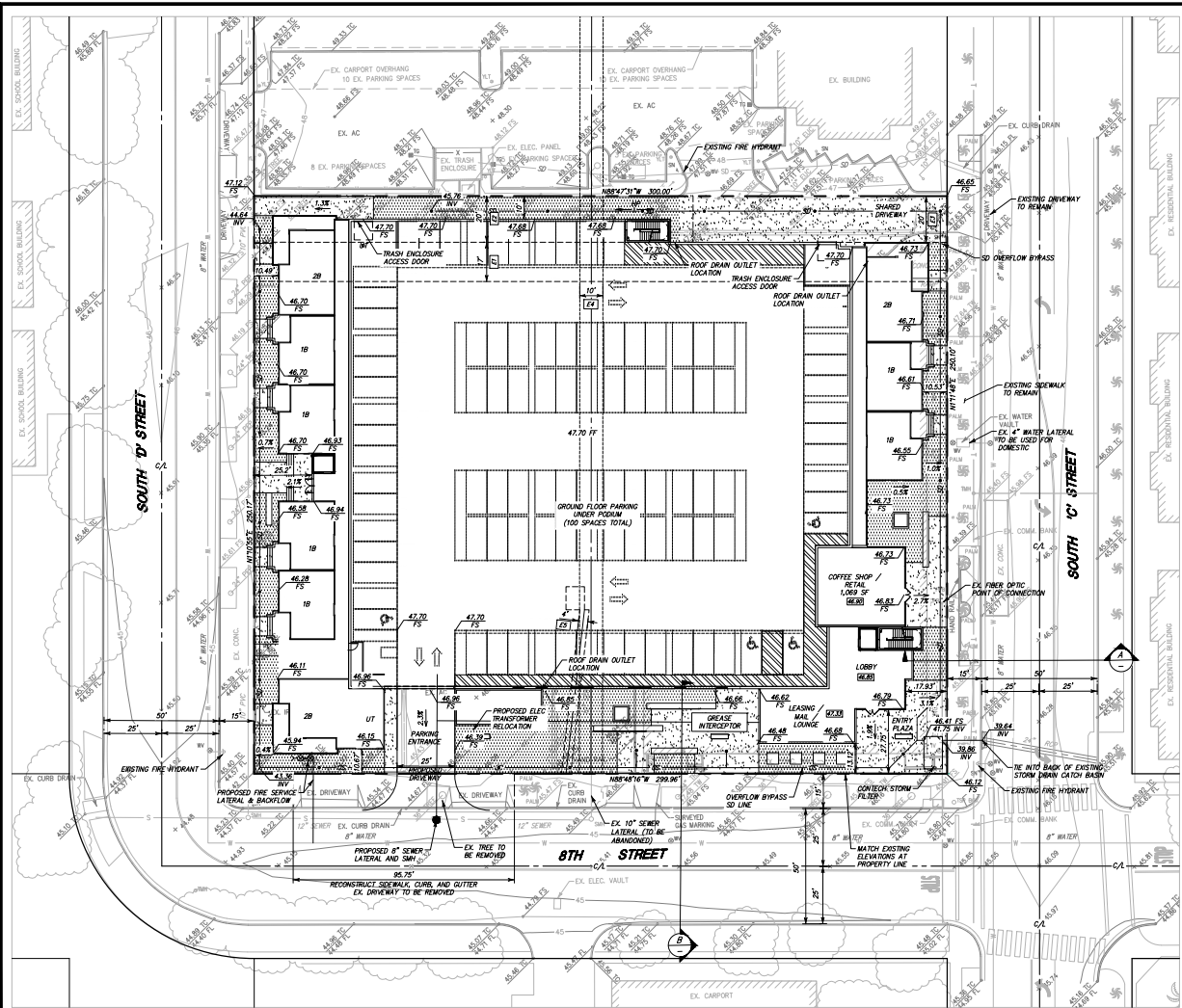
SCALE: 1" = 20'
DATE: 6/26/2020
JLN: ALDR088
DWG. NAME: 6088-Preliminary Grading.dwg

PRELIMINARY GRADING PLAN
FOR
ALDERSGATE LLC

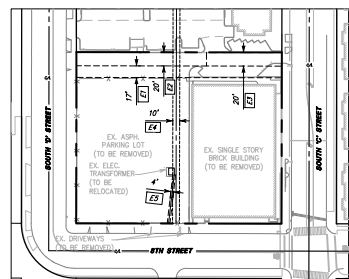
761 S C STREET
CITY OF OXNARD

COUNTY OF VENTURA STATE OF CALIFORNIA

SHEET
1
OF 1



EXISTING EASEMENTS & STRUCTURES (NOTE REMOVALS & RELOCATIONS)



EASEMENT SCHEDULE (NOTE EASEMENTS TO REMAIN & PROPOSED ABANDONMENT)

- EX: 17 FT WIDE PARKING LICENSE AREA PER 2000-0128762 O.R. (TO BE ABANDONED)
- EX: 25 FT WIDE DRIVEWAY LICENSE AREA PER 2000-0128762 O.R. (TO BE ABANDONED)
- EX: 20 FT X 110 FT PERMANENT DRIVEWAY EASEMENT PER 2000-0128763 O.R. (TO REMAIN)
- EX: 10 FT WIDE SANITARY SEWER EASEMENT VACATED BY RESOLUTION NO 11,847 - PER 2000-0128762 O.R. (TO BE ABANDONED)
- EX: 4 FT WIDE EASEMENT TO SIDE - PER 3276 O.R. 182 (TO BE ABANDONED)

LEGEND

PROPOSED	EXISTING
FINISHED FLOOR ELEV.	PROPERTY LINE
STORM DRAIN	CENTER LINE
CATCH BASIN	STORM DRAIN
SURFACE DRAIN	WATER
WATER	SEWER
SEWER	GAS
FORCE MAIN SEWER	TELEPHONE
FLOWLINE	OVERHEAD ELEC.
EASEMENT LINE	WATER VALVE
FIRE HYDRANT	FIRE HYDRANT
STREET LIGHT	STREET LIGHT
STREET SIGN	STREET SIGN
ASPHALT	CONCRETE
ADA PATH OF TRAVEL	BIORETENTION BASIN
LANDSCAPING	6" SD DRAIN INLET

ABBREVIATIONS

SD	STORM DRAIN
SN	SEWER
EX	EXISTING
INV	INVERT
TO	TOP OF GRADE
SW	SEWER
TSP	TRAFFIC SIGNAL BOX
FL	FLOW LINE
PVT	PRIVATE
TMH	TELEPHONE MANHOLE
WV	WATER VALVE

NOTES:

- THE BEARINGS ON THIS MAP ARE TRUE, BASED ON CALIFORNIA COORDINATE SYSTEM HADRS (COORDS) - CA, ZONE 10N, 11N, 12N, 13N, 14N, 15N, 16N, 17N, 18N, 19N, 20N, 21N, 22N, 23N, 24N, 25N, 26N, 27N, 28N, 29N, 30N, 31N, 32N, 33N, 34N, 35N, 36N, 37N, 38N, 39N, 40N, 41N, 42N, 43N, 44N, 45N, 46N, 47N, 48N, 49N, 50N, 51N, 52N, 53N, 54N, 55N, 56N, 57N, 58N, 59N, 60N, 61N, 62N, 63N, 64N, 65N, 66N, 67N, 68N, 69N, 70N, 71N, 72N, 73N, 74N, 75N, 76N, 77N, 78N, 79N, 80N, 81N, 82N, 83N, 84N, 85N, 86N, 87N, 88N, 89N, 90N, 91N, 92N, 93N, 94N, 95N, 96N, 97N, 98N, 99N, 100N, 101N, 102N, 103N, 104N, 105N, 106N, 107N, 108N, 109N, 110N, 111N, 112N, 113N, 114N, 115N, 116N, 117N, 118N, 119N, 120N, 121N, 122N, 123N, 124N, 125N, 126N, 127N, 128N, 129N, 130N, 131N, 132N, 133N, 134N, 135N, 136N, 137N, 138N, 139N, 140N, 141N, 142N, 143N, 144N, 145N, 146N, 147N, 148N, 149N, 150N, 151N, 152N, 153N, 154N, 155N, 156N, 157N, 158N, 159N, 160N, 161N, 162N, 163N, 164N, 165N, 166N, 167N, 168N, 169N, 170N, 171N, 172N, 173N, 174N, 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1577N, 1578N, 1579N, 1580N, 1581N, 1582N, 1583N, 1584N, 1585N, 1586N, 1587N, 1588N, 1589N, 1590N, 1591N, 1592N, 1593N, 1594N, 1595N, 1596N, 1597N, 1598N, 1599N, 1600N, 1601N, 1602N, 1603N, 1604N, 1605N, 1606N, 1607N, 1608N, 1609N, 1610N, 1611N, 1612N, 1613N, 1614N, 1615N, 1616N, 1617N, 1618N, 1619N, 1620N, 1621N, 1622N, 1623N, 1624N, 1625N, 1626N, 1627N, 1628N, 1629N, 1630N, 1631N, 1632N, 1633N, 1634N, 1635N, 1636N, 1637N, 1638N, 1639N, 1640N, 1641N, 1642N, 1643N, 1644N, 1645N, 1646N, 1647N, 1648N, 1649N, 1650N, 1651N, 1652N, 1653N, 1654N, 1655N, 1656N, 1657N, 1658N, 1659N, 1660N, 1661N, 1662N, 1663N, 1664N, 1665N, 1666N, 1667N, 1668N, 1669N, 1670N, 1671N, 1672N, 1673N, 1674N, 1675N, 1676N, 1677N, 1678N, 1679N, 1680N, 1681N, 1682N, 1683N, 1684N, 1685N, 1686N, 1687N, 1688N, 1689N, 1690N, 1691N, 1692N, 1693N, 1694N, 1695N, 1696N, 1697N, 1698N, 1699N, 1700N, 1701N, 1702N, 170

ATTACHMENT C

2030 GENERAL PLAN ENVIRONMENTAL IMPACT REPORT ADDENDUM NO. 5



Comprehensive Downtown Code Update and Land Use Guidelines

General Plan Amendment
PZ No. 18-620-01

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

Zone Change
PZ No. 18-570-02

2030 General Plan Program Environmental Impact Report Addendum No. 5

SCH No. 2007041024

Prepared by:

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

June 1, 2019

I. PURPOSE, SCOPE, AND LEAD AGENCY DESIGNATION

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

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

The Downtown Code identifies the following principles:

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

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

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

II. CEQA TESTS FOR ADDITIONAL ENVIRONMENTAL REVIEW

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

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

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

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

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

III. OXNARD 2030 GENERAL PLAN CERTIFIED PROGRAM EIR

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

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

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

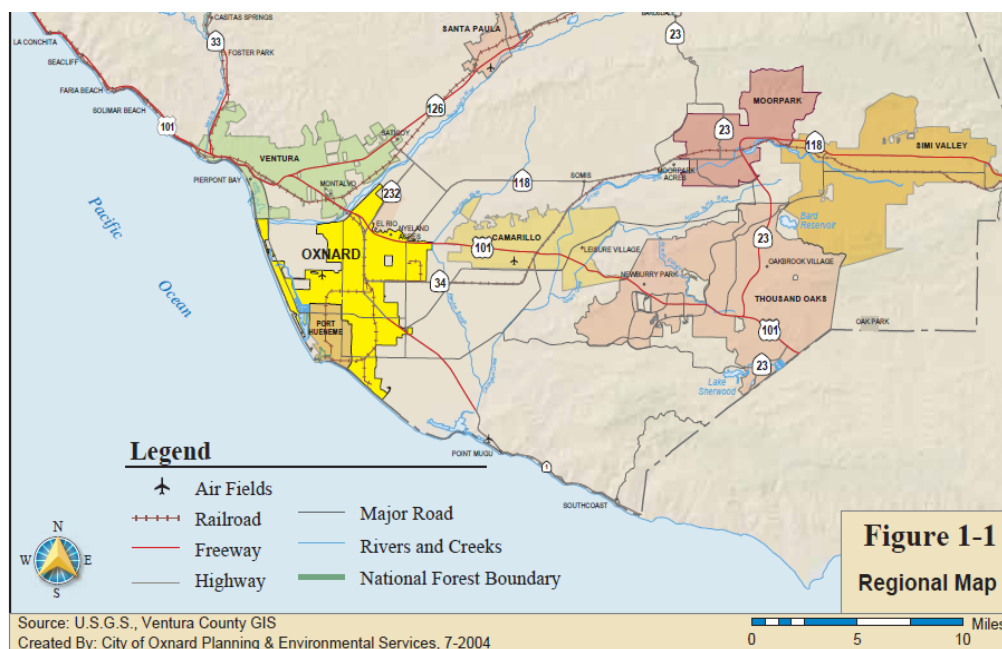
1. Conversion of farmland to agricultural uses;
2. Cumulative increase of criteria air pollutants in a nonattainment air basin;
3. Conflict with state goals for reducing greenhouse gas emissions;
4. Exposure to traffic noise and railroad noise and excessive vibration; and
5. Operation of five intersections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

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

IV. DOWNTOWN OXNARD: BACKGROUND

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

Figure 1: City of Oxnard Regional Location



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

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

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

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

V. PROPOSED DOWNTOWN CODE (PROJECT)

Discretionary Actions

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

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

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

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

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

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

Project Defined as Program-Level

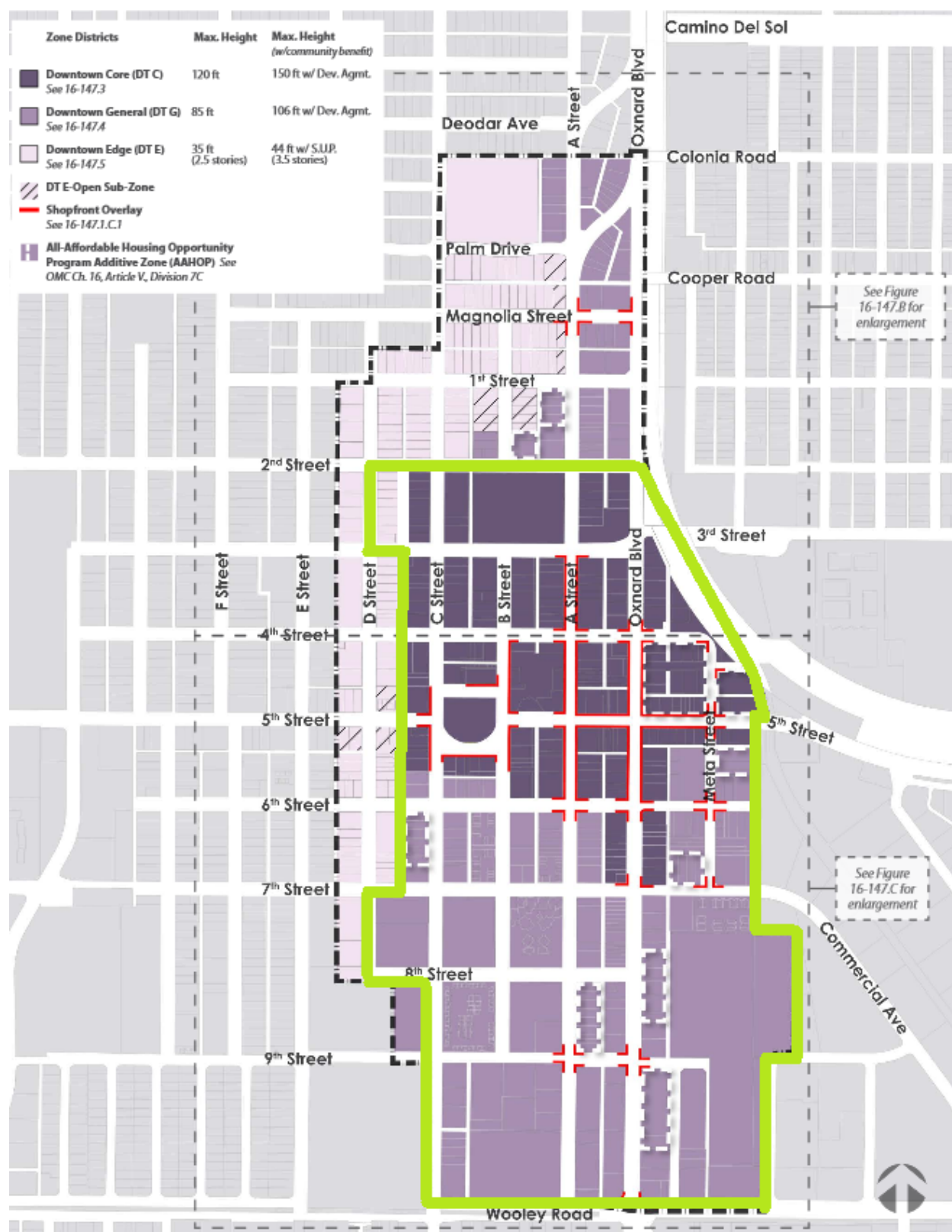
CEQA Guidelines Section 15168(a) directs a lead agency to prepare a Program EIR rather than a Project EIR when the agency is considering a series of geographically linked related actions or plans that govern under the same authorizing regulatory authority and having generally similar environmental effects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

Two Formats to Define the Project

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

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

Figure 2: Project Area



1. Plan-to-Plan Level Comparison:

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

Figure 3: Current 2030 General Plan Land Use Designations Buildout

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

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

Figure 4: Proposed Project (Downtown Code) Plan Buildout

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

* see Figure 7 footnotes.

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

2. Reasonably Foreseeable Development:

Existing 2016 Conditions

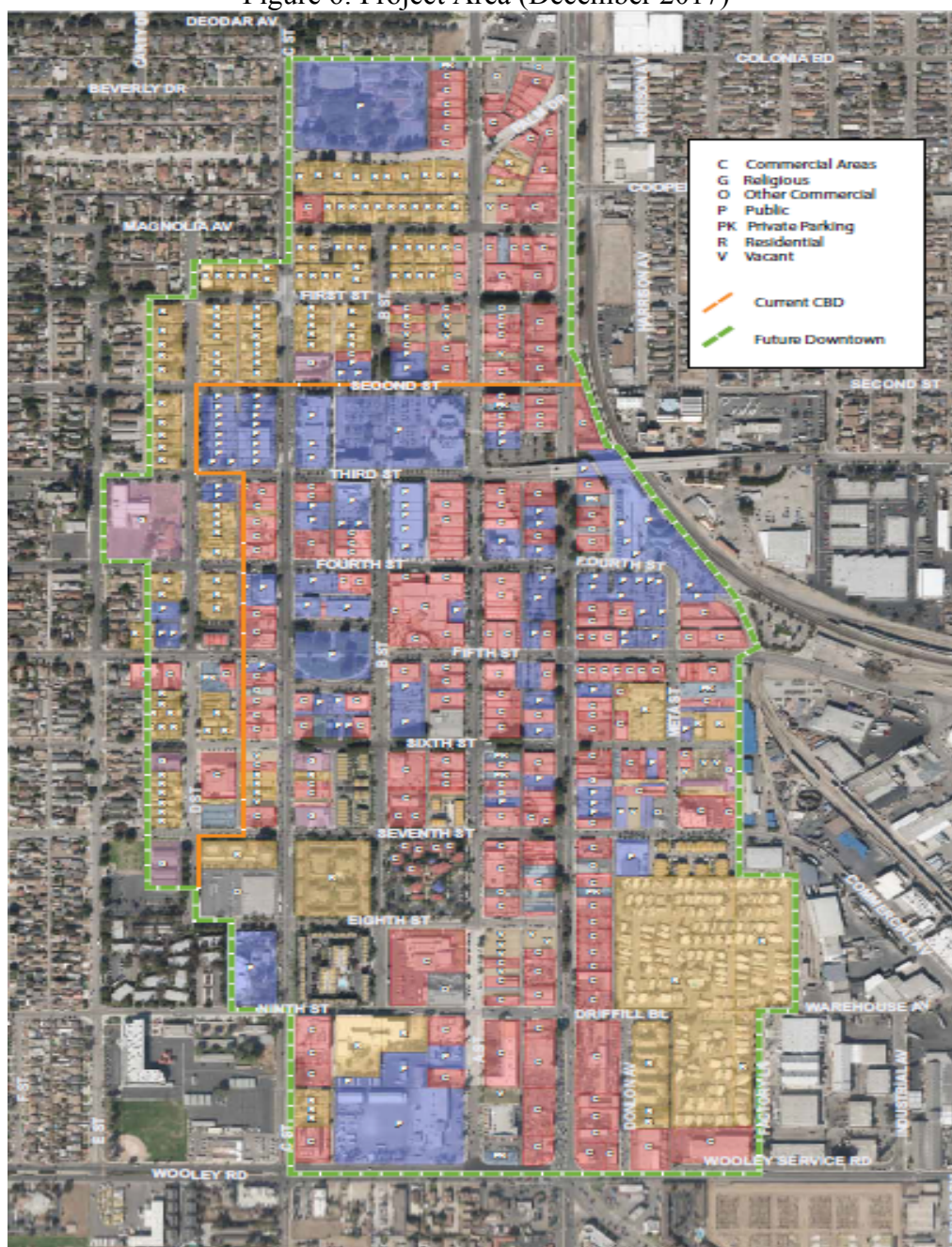
The CBD has developed with a range of public and private structures on a rectangular grid of blocks on a north-south/east-west orientation. Plaza Park is considered the center of the CBD while "A" Street is the principal commercial street. Oxnard Boulevard is a high volume arterial, formerly State Highway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

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

Figure 5: Existing Uses in the Project Area

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

Figure 6: Project Area (December 2017)



A. Reasonably Foreseeable Development under the 2030 General Plan

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

Figure 7: Reasonably Foreseeable Development to 2030

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

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

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

*** North and South Plaza project

C. Reasonably Foreseeable Development under Proposed Project

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

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

D. Project Definition for CEQA Purposes

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

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

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

Action 6: Reversion of DETOD to Central Industrial Area

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

Figure 7 DETOD Land Use Map Change

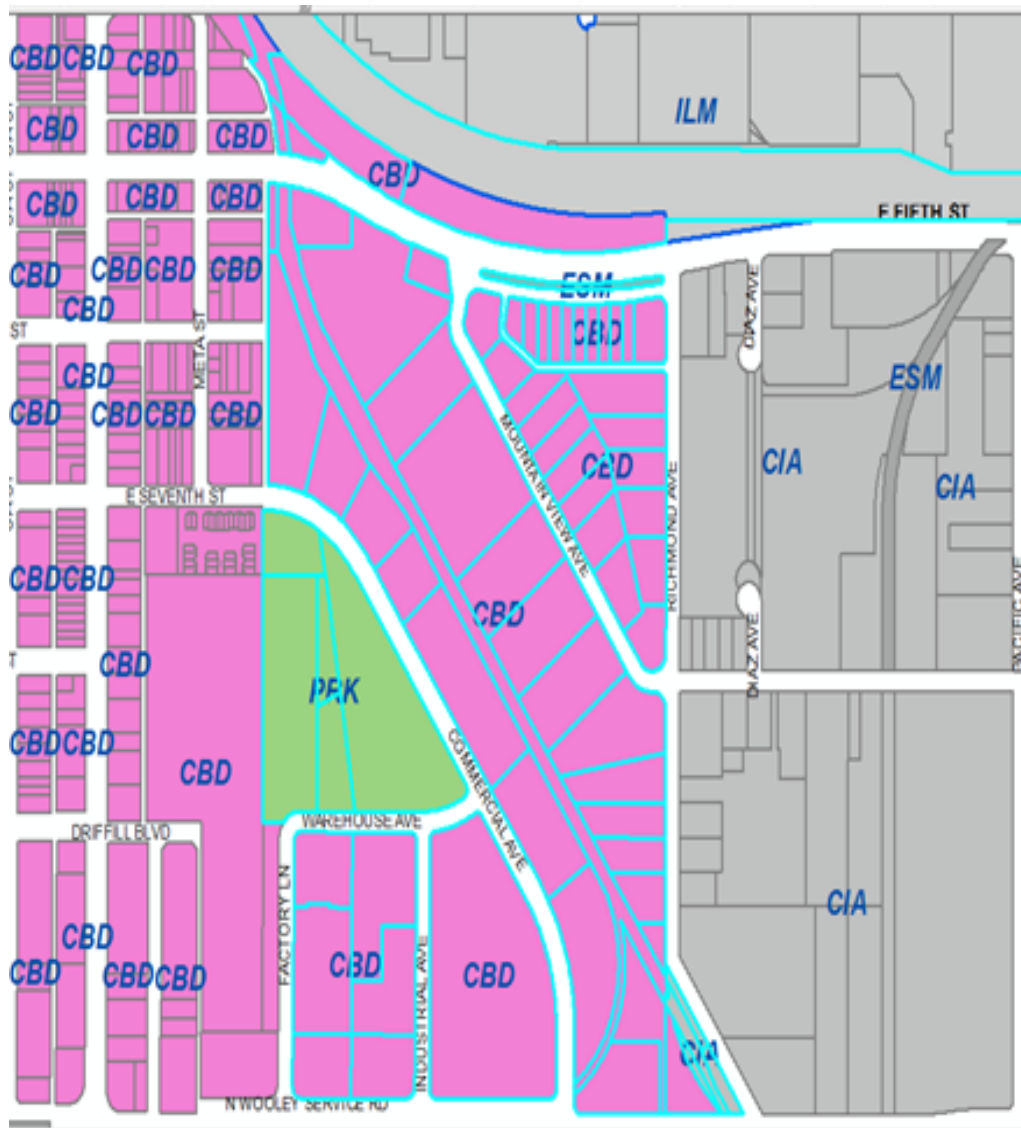


Figure 8 Policy CD-7 Text Amendments

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

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

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

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

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

VII. Consideration of Environmental Topics

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

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

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

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

1. AESTHETICS

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

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

2. AGRICULTURE AND FORESTRY RESOURCES

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

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

3. AIR QUALITY

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

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

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

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

4. BIOLOGICAL RESOURCES

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

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

5. CULTURAL RESOURCES

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

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

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

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

6. ENERGY

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

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

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

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

7. GEOLOGY AND SOILS

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

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

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

8. GREENHOUSE GAS EMISSIONS

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

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

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

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

9. HAZARDS AND HAZARDOUS MATERIALS

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

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

10. HYDROLOGY AND WATER QUALITY

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

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

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

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

11. LAND USE AND PLANNING

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

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

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

12. MINERAL RESOURCES

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

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

13. NOISE

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

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

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

14. POPULATION AND HOUSING

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

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

15. PUBLIC SERVICES

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

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

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

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

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

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

16. RECREATION

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

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

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

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

17. TRANSPORTATION

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

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

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

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

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

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

18. TRIBAL CULTURAL RESOURCES

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

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

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

19. UTILITIES AND SERVICE SYSTEMS

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

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

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

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

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

20. WILDFIRE

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

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

VIII. Findings

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

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

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

a. **ADDENDUM IS APPROPRIATE CEQA DOCUMENTATION**

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

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

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

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

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

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

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

REFERENCES AND INCORPORATIONS BY REFERENCE

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

ATTACHMENT D

CEQA NOTICE OF EXEMPTION

NOTICE OF EXEMPTION

Project Description: **South C Street Apartments;** PZ No. 20-200-03 (Major Downtown Design Review Permit): A request for a Major Downtown Design Review (DDR) Permit to authorize the demolition of an approximately 27,000 square-foot educational training building and construct a 5-story, 175-unit apartment building (18 affordable units) with 99 parking spaces, a gym, 1,145 square-feet of commercial space, 18,700 square-feet of private open space, and 5,250 square-feet of public open space on a 1.48-acre lot in the Downtown General (DT-G) zone. Proposed development includes commercial space, residential space, and parking on the ground level, with an additional 4 levels of residential units (for a 5 story building). All units are studio, 1, or 2 bedroom units that will be 532 to 1,355 square-feet. Private open space will be provided in the courtyard on the second floor and in the two roof deck areas on the fifth floor. These common areas will contain seating areas and planters. Additionally, most units will have a small balcony for private use. The Project is located at 761 South C Street in the Downtown General (DT-G) zone. Filed by Matt Mansi, Aldersgate Investment, 300 East Esplanade Drive, Suite 1550, Oxnard, California 93036.

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

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

Supporting Reasons: In accordance with Sections 15332 (Infill Development) of the California Environmental Quality Act (CEQA) Guidelines, projects characterized as in-fill development may be found to be exempt from the requirements of the CEQA. This proposal includes the construction of a mixed-use apartment building with commercial space that is consistent with the General Plan land use designation of Downtown (DTN) and the Downtown Code zoning designation of Downtown (DT-G). The proposed development is located on a 1.48-acre project site which is surrounded by urban uses. The Project site will be adequately served by all required utilities and public services. The Project site is currently developed and has no value as habitat for endangered, rare or threatened species. Additionally, the build-out of the Downtown area was evaluated in Addendum No. 5 to the 2030 General Plan Environmental Impact Report (EIR). The build-out of the Downtown area was assumed to be 2,284 residential units and 3,025,370 square-feet of commercial space. Addendum No. 5 determined that the build-out of the Downtown area under the Downtown Code would not result in any additional impacts on the environment compared to those anticipated and reviewed by the 2030

General Plan Program EIR. As this Project is consistent with the Downtown Code and is within the assumed buildout as analyzed, this Project will not result in any significant effects relating to traffic, noise, air quality, or water quality. No Exceptions to the Exemptions (Section 15300.2) apply to defeat the Exemption. Therefore, the Community Development Director has determined that there is no substantial evidence that the project will have a significant effect on the environment, the project is categorically exempt from the provisions of CEQA, and there is no requirement to prepare an environmental document.

(Date)

Scott Kolwitz
Planning and Environmental Services Manager

ATTACHMENT E

DOWNTOWN CODE CONSISTENCY TABLE

Attachment E

Downtown Code Consistency Table

Oxnard Downtown Code – Downtown General Zone			
PZ-20-200-03: 761 South C Street – South C Street Apartments			
DT-G Zone	Required/Allowed		
Overlay Zone	Choose All Applicable: NA	--	--

	Site Design, Building Size and Massing		
Code Section/Figure /Table		Required/Allowed	Proposed Project
<u>Figure 16-147.4.A</u>	<u>Lot Size (With Alley Access)</u>		
	Width (interior lot, other)	25 feet minimum/200 feet maximum	NA
	Width (Corner)	add 10% to minimum	NA
	Width (interior lot, SF attached)	75 feet minimum/160 feet maximum	NA
	Width (interior lot, SF detached)	150 feet maximum	NA
	Depth	100 feet minimum/140 feet maximum	NA
<u>Figure 16-147.4.A</u>	<u>Lot Size (Without Alley Access)</u>		
	Width (interior lot)	50 feet minimum/150 feet maximum	NA
	Width (corner lot)	add 10% to minimum	250 feet existing; no changes proposed
	Depth	90 feet minimum/140 feet maximum	300 feet existing; no changes proposed
<u>Figure 16-147.4.B</u>	<u>Building Setbacks (Residential)</u>		
	Ground Floor Primary Street (Build-to Line)	10 feet to 15 feet	Consistent, 10 feet
	Ground Floor Side Street (Build-to Line)	10 feet to 15 feet	Consistent, 10 feet

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	Ground Floor Side Yard	7 feet minimum	Consistent, 10 feet
	Ground Floor Rear with Alley	5 feet minimum	NA
	Ground Floor Rear without Alley	15 feet minimum	NA
	Upper Story Side Yard Setback	10 feet minimum	Consistent, 10 feet
	Distance Between Facing Garages on Alley	25 feet minimum	NA
	Amount of Facade at Build-to-Line	70 percent minimum	Consistent, 96 percent
	Roof Deck Setback From Facades	0 feet minimum	Consistent, 0 feet
<u>Figure 16-147.4.B</u>	<u>Building Setbacks (Non-Residential)</u>		
	Ground Floor Primary Street (Build-to Line)	0 feet or 10 feet	NA
	Ground Floor Side Street (Build-to Line)	0 feet to 10 feet	NA
	Ground Floor Side Yard	0 feet	NA
	Ground Floor Rear with Alley	5 feet minimum	NA
	Ground Floor Rear without Alley	15 feet minimum	NA
	Upper Story Side Yard Setback	0 feet minimum	NA
	Distance Between Facing Garages on Alley	25 feet minimum	NA
	Amount of Facade at Build-to-Line Frontage	70 percent minimum	Consistent, 100%
	Roof Deck Setback From Facades	0 feet minimum	Consistent, 0 feet
<u>Figure 16-147.4.E</u>	<u>Above Ground Parking Placement Setbacks</u>		
	Primary Street	<i>30 feet minimum</i>	Consistent, 61 feet

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	Side Street, within 75 feet of Front Property Line	<i>30 feet minimum 18ft Director's (July 20, 2020 Interpretation)</i>	NA
	Side Street, 75 feet back from Front Property Line	<i>0 feet minimum</i>	NA
	Side Yard	<i>0 feet minimum</i>	Consistent, 10 ft
	Rear (With or Without Alley)	<i>5 feet minimum</i>	NA
<u>Figure 16-147.4.E</u>	<u>Fully-subterranean Parking Placement Setbacks</u>		
	Primary Street	<i>18 feet minimum</i>	NA
	Side Street, within 75 feet of Front Property Line	<i>18 feet minimum</i>	NA
	Side Street, 75 feet back from Front Property Line	<i>0 feet minimum (July 20, 2020 Interpretation)</i>	NA
	Side Yard	<i>0 feet minimum</i>	NA
	Rear (With or Without Alley)	<i>0 feet minimum</i>	NA
<u>Figure 16-147.4.C</u>	<u>Building Height</u>		
	Highest Top Plate	<i>81 feet maximum/102 feet maximum¹</i>	Consistent, 58 feet
	Top of Parapet of Flat Roof	<i>85 feet maximum/106 feet maximum¹</i>	Consistent, 58 feet
	Top of Pitched Roof Above Highest Top Plate	<i>85 feet maximum/106 feet maximum¹</i>	NA
	Ground Floor Above Grade At Building Setback Line (Residential)	<i>1.5 to 4 feet maximum</i>	Consistent, 1.5 feet
	Ground Floor Above Grade At Building Setback Line (Non-Residential)	<i>0 feet maximum</i>	0 ft

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

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	Ground Story Height	<i>12 feet minimum</i>	Consistent, 12 feet
	Ground Story Depth	<i>30 feet minimum 18 ft (July 20, 2020 Interpretation)</i>	Consistent, 30 feet
Figure 16-147.4.D	<u>Massing Requirements</u>		
	Overall Building Dimensions For House-Form Buildings	<i>100 feet</i>	NA
	Primary Mass Width or Depth (House Form Massing)	<i>80 feet by 80 feet</i>	NA
	Secondary Mass Width or Depth (House Form Massing)	<i>20 feet</i>	NA
	<u>Allowable Architectural Styles</u>	<i>new traditional spanish revival victorian craftsman contemporary/modern art deco</i>	Consistent, Contemporary/Modern
Section 16-147.4.C.2	Visitor/Pedestrian Access		Consistent, access on ground floor
Section 16-147.4.C.2.a	Building Access	Sidewalk access required via Table 16-150	Consistent, Common Entry
Section 16-147.4.C.2.a	Distance Between Entries on Each Building	<i>50 feet maximum between entries</i>	Consistent, 50 ft maximum between entries for each frontage type
Section 16-147.4.C.2.b	Upper Floor Access	sidewalk access required via shared courtyard, paseos, or a lobby	Consistent, lobby
Section 16-147.4.C.2.c	Side Street Facades	<i>architectural treatment and materials must be designed to same level of primary frontage</i>	Consistent, all facades have same treatments
Figure 16-147.4.E	Required Parking Minimum		

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	Commercial	1 space/1,000 sf (minimum of 50% of the required parking must be in-lieu fee)	Consistent as conditioned, 1,145 sq ft commercial = 2 spaces
	Residential (When Private Garages are Provided)	1 space/unit for studios and 1-bedrooms 2 spaces/unit for 2-bedrooms or more	NA
	Residential-Multi-Family(Shared Parking/Open Structure)	0.5 spaces/unit minimum and 1.65 spaces/unit maximum (if less than 1 space/unit in-lieu fee payment is required)	Consistent, 97 spaces provided on site and 78 spaces provided via in-lieu fee
	Loading Space	1 space, if no loading spaces or alley within 350 feet of the subject property	Consistent, 1 space in shared driveway
	Motorcycle Parking	As required in 16-342 & 16-638(B)	Consistent, none required
Figure 16-147.4.E	Vehicular Access	side or rear of lot via alley, lane, or drive	
	Residential Side Street Driveway (Not within 50 feet of front facade and when alley not present)	12 feet minimum	NA
	Residential Front Drive (Only within 25 feet of interior lot line)	12 feet minimum	Consistent, 25 feet wide, site has three frontages
	Commercial Side Street Driveway (Not within 50 feet of front facade and when alley not present)	18 feet minimum(1-way) 25 feet minimum (2-way)	NA
	Commercial Front Drive (Only within 25 feet of interior lot line)	18 feet minimum(1-way) 25 feet minimum (2-way)	NA
	Alley Access	for lots less than 50 feet wide vehicular access must be provided via a rear service lane	NA
Table 16-152	Private Open Space	5 percent of total lot area for lots ≤8,000sf (350 sq ft required)	Consistent, courtyard, roof decks, and

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		2. 10 percent of total lot area for lots >8,000sf (not including setback areas)	balconies = 18,700 Sq. Ft. (7,492 sq.ft. required) ~ 25% of total lot area.
Table 16-152.C	Rear Yard	15 feet x 15 feet minimum	NA
	Rear Yard Architectural Encroachments	30 percent of width and/or length maximum	NA
Table 16-152.D	Court	15 feet x 25 feet minimum	NA
	Court Architectural Encroachments	30 percent of width and/or length maximum	NA
Table 16-152.E	Side Yard	12 feet x 20 feet minimum	NA
	Side Yard Architectural Encroachments	30 percent of width and/or length maximum	NA
Table 16-152.F	Roof Deck	15 feet x 15 feet minimum	Consistent, 15ft x 15 ft minimum
Table 16-152.G	Passage	10 feet wide minimum	NA
	Passage Architectural Encroachments	4 feet maximum	NA
Table 16-152.H	Balcony	6 feet x 8 feet minimum	Consistent, 6 feet by 8 feet
Section 16-153	Public Open Space Type	Plaza Pocket Park Paseos Woonerf (July 20, 2020 Interpretation)	Pocket Park
Table 16-153	Required Public Space	1. 7 percent of total lot area for lots 20,000sf to 2 acres. 2. 10 percent of total lot area for lots > 2 acres (not applicable to lots less than 20,000 sf)	Consistent, Pocket Park, 5,250 sq.ft. (5,245 sq.ft. required) ~ 7% of total lot area.
Table 16-153.B	Plaza	25 feet x 50 feet minimum	NA
Table 16-153.C	Pocket Park	25 feet x 50 feet minimum	Consistent, 35 feet x 130 feet

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Table 16-153.C.2.e	Pocket Park hedges and walls	36 inch maximum height	Consistent, 36 inch maximum height
Table 16-153.C.2.f	Pocket Park Frontages	mid-block: at least one public frontage corner: at least two public frontages	Consistent, one public frontage
Table 16-153.D	Paseo	10-25 feet wide minimum	NA
Table 16-152.I.1	Limitation of Turf in Residential Development	30 percent maximum	NA
Table 16-152.I.6	Site Lighting (Parking Areas, Buildings, Pedestrian Routes, and Public Ways)	1 foot candle minimum and 7 foot candle maximum.	Consistent, as conditioned
Table 16-152.I.6	Lighting Height (From Bottom of Lamp)	20 feet maximum above sidewalk or other path	Consistent, as conditioned
Table 16-149.A	Surface Parking Lots		
Table 16-149.A.3.a	Screening	screening may include landscape screening, screening structures/facades, or public art/murals (walls or landscaping, excluding trees, are limited to 36 to 48 inches tall)	NA
Table 16-149.A.3.b	Landscape Shading (Including arbors, trellises, pergolas, mesh, and overhead canopies) Solar Shade Structures (Allowed only were not visible from sidewalk or on existing structures)	10 percent coverage (gross)	NA
Table 16-149.A.3.c	Lighting Height	15 feet maximum	NA
Table 16-149.A.3.c	Lighting Type	lighting must be shielded and recessed	NA
Table 16-149.A.3.c	Illumination Levels	1 foot candle minimum and 7 foot candle maximum.	NA
Table 16-149.A.3.d	Landscape Coverage	10 percent gross landscape coverage	NA

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		and 1 shade tree for every 8 parking spaces or 30 percent mature canopy converge, whichever greater	
Table 16-149.B.2	Podium and Subterranean Parking Structures		
Table 16-149.B.2.b; 16-149.B.3.b	Non-lined portion of garages	5 foot setback 0ft (July 20, 2020 Interpretation)	Consistent, 0 foot setback
Table 16-149.B.2.b	Primary Street and Side Street (within 75 feet of front property line) Frontages	30 feet minimum depth of occupiable and usable space 18ft (July 20, 2020 Interpretation)	Consistent, 30 feet
Table 16-150	Architectural Encroachment Into Setbacks	<i>porch: up to 5 feet of sidewalk</i> <i>stoop: up to 1 foot of sidewalk</i> <i>terrace: within 1 foot of sidewalk</i> <i>dooryard: up to 1 foot of sidewalk</i> <i>shopfront: awning and canopy up to 2 feet of curb</i> <i>gallery: up to 3 feet of curb</i> <i>arcade: up to 3 feet of curb</i>	Consistent, stoop up to 5 feet of sidewalk

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

Notes

P Allowed in Zone
 --- Not allowed in zone

¹ Not allowed in shopfront overlay.

² Only where shopfront overlay applies.

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

Private and Public Frontages			
		Required/Allowed	Proposed Project
Section 16-150	Private Frontages		
Table 16-150	Allowed Private Frontages	Porch Stoop Terrace Dooryard Common Entry Shopfront (November 23, 2020 Interpretation) Gallery (November 23, 2020 Interpretation) Arcade	Consistent, stoop, shopfront, and common entry
Table 16-150.C	Porch	25 feet minimum/200 feet maximum	
	Distance between Property Line and Façade	12 feet to 20 feet	NA
	Porch Depth (Between Wall and Inside Column Face)	7 feet minimum	NA
	Porch Width (Between Corner	10 feet minimum	NA

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	Column and Building Face)		
	Porch Height (Measured From Porch Surface to Top of Porch Columns)	8 feet minimum and 12 feet maximum	NA
	Floor Height for Residential Ground Floor (Measured From Adjacent Finish Grade)	18 inch minimum and 3 feet maximum	NA
	Separation Between Porch and Fence or Sidewalk	5 feet minimum	NA
Table 16-150.D	Stoop		
	Stoop Width	4 feet minimum and 8 feet maximum	Consistent, 8 feet
	Stoop Depth (Not Including Stairs)	4 feet minimum and 8 feet maximum	Consistent, 6 feet
	Stoop Floor Height (Measure From Adjacent Finished Grade)	18 inch minimum and 3 feet maximum	Consistent, 18 inches
	Planter/Fence Height	5 feet maximum	Consistent, as conditioned
	Setback From Back of Sidewalk	18 inch minimum	Consistent, 8 feet
Table 16-150.E	Terrace		
	Depth, Clear	8 feet minimum	NA
	Finish Level above Sidewalk	18 inch minimum (residential only) and 3 feet maximum	NA
	Length of Terrace	150 feet maximum	NA
	Distance Between Stairs	50 feet maximum	NA
Table 16-150.F	Dooryard		
	Size of Dooryard	per building setback	NA
	Wall Height Above Adjacent Sidewalk	4 feet maximum	NA
	Wall Height Above Dooryard Floor	3 feet maximum	NA

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	Dooryard Floor Height Above Adjacent Sidewalk	18 inch maximum	NA
	Dooryard Floor Height Below Adjacent Sidewalk	3 feet maximum	NA
Table 16-150.G	Common Entry		
	Height To Bottom of Awning/Canopy (Clear)	10 feet minimum and 25 feet maximum	Consistent, 12ft
	Awning/Canopy Depth	4 feet minimum and within 2 feet of curb maximum	Consistent, 20 ft deep and within 8 ft of curb
	Entry Distance to Back of Sidewalk	8 feet minimum and 20 feet maximum	Consistent, 19ft
	Area of Outdoor Space (Does Not Include Public R.O.W)	150 square feet minimum	Consistent, 380 sq ft
	Glass Area of Ground Floor Lobby Wall Area	70 percent minimum	Consistent, 100 percent
Table 16-150.H	Shopfront		
	Height to (clear)/top of shopfront	12 feet minimum and 18 feet maximum	Consistent, 12ft
	Height to bottom of awning/canopy (clear)	8 feet minimum and 10 feet maximum	NA
	Width of shopfront bays	10 feet minimum and 20 feet maximum	Consistent, 10ft
	Height of shopfront base	6 inch minimum and 3 feet maximum	Consistent, as conditioned
	Glass area of ground floor wall area (each facade)	70 percent minimum	Consistent, 100 percent
	Width of Shopfront on second frontage (corner building)	20 feet minimum	NA
	Awning Depth	5 feet minimum up to within 2 feet of curb	NA
	Awning Location	located over shopfront opening only	NA

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	Awning Design	quarter sphere or quarter cylinder configurations not allowed	NA
	Distance between openings in wall	10 linear feet maximum(primary street frontage) 25 linear feet maximum (side street frontage)	NA
	Traditional Shopfront	header: 24 inches minimum and 36 inches maximum shopfront windows: recessed a minimum of 2 inches base panels/shopfront base: 36 inch in height maximum	NA, Contemporary design
	Shopfront Tint	10 percent maximum	Consistent, as conditioned
Table 16-150.H	Gallery		
	Height (sidewalk to ceiling)	12 feet minimum and 16 feet maximum	NA
	Depth (facade to interior column face)	10 feet minimum and 16 feet maximum	NA
	Length along frontage (% of building facade width)	25 feet minimum and 100 feet maximum	NA
	Setback from Back of Sidewalk	0 feet minimum and 5 feet maximum	NA
	Right-of-way	no encroachment	NA
	Distance between openings in wall	10 linear feet maximum	NA
Table 16-150.H	Arcade		
	Height (sidewalk to ceiling)	12 feet minimum and 16 feet maximum	NA
	Depth (facade to interior column face)	10 feet minimum and 16 feet maximum	NA
	Length along frontage (% of building facade width)	25 feet minimum and 100 feet maximum	NA

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	Setback from Back of Sidewalk	0 feet minimum and 5 feet maximum	NA
	Right-of-way	no encroachment	NA
	Distance between openings in wall	10 linear feet maximum	NA
Section 16-151	Public Frontage		
Section 16.151.1.A	Sidewalk Width	5 feet minimum	Consistent, 14 ft
Table 16-151.C	Commercial Parking lane trees, where provided	located every 2 to 6 spaces	Consistent, existing palm trees, no changes proposed
Table 16-151.C	Commercial Parklets Buffers	24 inch buffer from travel lane (recommended) 36 inch buffer from adjacent parking spaces (recommended) 15 feet from bus stop or shelter	NA
Table 16-151.D	Residential Parkways	breaks every 50 feet (recommended)	NA
Table 16-151.D	Residential Parking lane trees, where provided	should be located every 2 to 4 spaces	Consistent, existing palm trees, no changes proposed

Architectural Guidelines			
Table 16-156.A.i	Bay windows	8 foot maximum width height equal or greater than width 3 feet minimum from corner	NA

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		50 percent transparency or greater.	
Table 16-156.A.j	Door Glazing	glazing must provide at least 90 percent visible light transmission	NA
Table 16-156.B.a	Orientation to Public Space	buildings must face open spaces and may not back on to open spaces.	Consistent, building faces South C Street, Eighth Street, and South D Street
Table 16-156.B.d	Residential Entry	access from the sidewalk is required if the unit is within 5 feet of grade.	Consistent, residential access from sidewalk
Table 16-156.C.a	Building Wall Materials	walls must be finished in stone, brick, finished concrete block, poured in place or pre-cast concrete, smooth plaster or stucco, and wood. synthetic materials may be approved through design review	Consistent, walls finished in concrete, metal, stucco, and fiber board
Table 16-156.D.2.d	Upward Acting Doors (Contemporary Building Only)	maximum width: 16 feet maximum height: 10 feet minimum separation: 2 feet materials: clear, see-through glazing	NA
Table 16-156.E.1.a	Window Materials	wood, vinyl-clad wood, aluminum-clad wood or metal. pvc and vinyl windows require design review approval.	Consistent, Vinyl
Table 16-156.E.2.b	Non Shopfront ground floor window	window sills should be 4-8 feet from public sidewalks and open spaces	Consistent, the windows are located at the build-to-line as allowed by the DT-G standards (10 ft from sidewalk)
Table 16-156.E.2.g	Window Recesses	minimum 2 inch recess from facade (Advisory)	Consistent, as conditioned
Table 16-156.F.1.e	Balconies	minimum of 5 feet in depth (Advisory)	Consistent, as conditioned
Table 16-156.F.2.e	Planter Boxes	should be between 18 to 42 inches tall (cannot block windows)	Consistent, as conditioned
Table 16-156.F.3.a	Masonry and Stucco Arches	depth: 12 inches minimum piers/columns: 12 by 12 inches minimum	NA
Table 16-156.F.3.b	Wood Posts	6-by-6 inches minimum and articulated	NA

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Table 16-156.G	Building Colors	coordinated and subdued colors typical of natural building materials, such as earth tone colors (recommended) exterior facade colors should be limited to two or three (recommended)	Consistent, earth tone and natural colors are proposed Consistent, White, Black, Grey, and Wood.
Table 16-156.H.1.d	Gutters and Downspouts	should be made of: galvanized steel copper pre-finished aluminum	Consistent, as conditioned
Table 16-156.H.2.a	Traditional Building Shed Roof Slope	minimum slope of two in twelve (2:12)	NA
Table 16-156.H.2.e	Service Equipment	roof top equipment must be screened from public view	Consistent, roof top screened by parapet wall
Table 16-156.H.2.f	Skylights	must be flat and not visible from the public areas	NA
Table 16-156.H.2.g	Gutters	half-round or ogee (rectangular allowed on contemporary buildings only)	NA
Table 16-156.H.3.b	Exposed Rafter Tails	minimum nominal dimension of 3 inches by 4 inches.	NA
Table 16-156.H.3.c	Supporting Brackets	minimum dimension of 5 inches	NA
Table 16-156.I.1	Vents	must be screened from public and semi-public areas	NA
Table 16-156.I.3 and 4	Service Entrances and Waste Disposal Areas, etc	lots with alley access: must be adjacent to and accessed from alley lots without alley access: must be screened and far from public view	Consistent, trash enclosure accessible from side yard
Table 16-156.I.5	Fire Sprinklers	should be building mounted rather than freestanding	Consistent, as conditioned
Table 16-156.J.2.a	Garden Walls	6 inches wide minimum with cap	NA
Table 16-156.J.2.b	Fences	wood fences: maximum of 3 inch gap between vertical lattices wrought iron, including steel bar: minimum of 4 inches between bars	NA
Table 16-156.J.2.c	Front Yard Wall Height (front or side street setback areas)	must be between 30 inches to 42 inches	Consistent, as conditioned

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Table 16-156.J.2.d	Side Yard Wall Height (at or behind building facade)	8 feet maximum	NA
Table 16-156.J.2.e	Wall Setbacks (Fences built parallel to frontage between houses or structures, unless integral part of architecture)	should be setback 2 to 5 feet	NA
Table 16-156.J.2.f	Retaining Walls at Frontages	5 feet maximum	NA
Table 16-156.J.2.h	Parking Wall Height	must be between 36 inches and 48 inches	NA
Table 16-156.J.3.e	Wood Siding Patterns (recommendation)	clapboard should not exceed 6 inches to the weather shingles should not exceed 8 inches to the weather dropsiding should not exceed 12 inches and 4 inches, alternatively	Consistent, fiber board siding

**ATTACHMENT
F**

**RESOLUTION 20-200-03
(MAJOR DOWNTOWN DESIGN REVIEW PERMIT)**

RESOLUTION NO. 20-200-03

A RESOLUTION OF THE COMMUNITY DEVELOPMENT DIRECTOR OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 20-200-03 (MAJOR DOWNTOWN DESIGN REVIEW PERMIT) FOR CONSTRUCTION OF A 5-STORY, 175-UNIT (18 AFFORDABLE UNITS) MIXED USE APARTMENT BUILDING WITH 1,145 SQUARE-FEET OF COMMERCIAL SPACE WITH 99 PARKING SPACES, LANDSCAPE AND INFRASTRUCTURE IMPROVEMENTS ON A 1.48-ACRE PROJECT SITE LOCATED AT 761 SOUTH C STREET (APN: 202-0-135-035), SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY MATT MANSI, OF ALDERSGATE INVESTMENT, 300 EAST ESPLANADE DRIVE, SUITE 1550, OXNARD, CALIFORNIA 93036.

WHEREAS, on February 26, 2020, Matt Mansi of Aldersgate Investment (the **“Applicant”** and/or **“Permittee”**), submitted a request to allow the construction a 5-story, 175-unit, mixed use apartment building, located at 761 South C Street (APN: 202-0-135-035); and

WHEREAS, on June 30 and July 7, 2021, the Community Development Director of the City of Oxnard (**“Director”**) conducted a duly noticed public hearing to consider Applicant’s request to approve Planning and Zoning Permit No. 20-200-03 (Major Downtown Design Review Permit) to authorize the construction of a 5-story, 175-unit mixed use apartment building with 99 parking spaces, 1,145 square-feet of commercial space, and 5,250 square-feet of open space and demolish a 27,000 square-foot trade school building on a 1.48-acre project site, located at 761 South C Street (APN: 202-0-135-035) (the **“Project”**) in accordance with Section 16-146.1 of the Oxnard City Code; and

WHEREAS, in accordance with City Council Ordinance No. 2980, of the 175 total units, two 0-bedroom units, five 1-bedroom units, and one 2-bedroom units are required to be offered for rent at or below 50% Adjusted Monthly Income, three 0-bedroom units, six 1-bedroom units, and one 2-bedroom units are required to be offered for rent at or below 80% Adjusted Monthly Income; and

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

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

- (a) **Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be**

significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

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

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

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

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

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

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

The project is not located in or adjacent to a state designated scenic highway.

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

The proposed project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code as confirmed by staff on June 23, 2021.

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

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

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

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

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

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

The proposed mixed use building site is located at the end of the street block on a lot with three street frontages and an apartment building on the adjacent lot. The ground floor of the building includes a common entry providing pedestrian access to the residential units from a shared lobby with a separate entrance provided for the commercial space. The vertical piers and full-length shopfronts and upper story windows provide a human scale.

The building, as conditioned, includes projections on all sides to articulate the facades. The building includes vertical piers, cantilevered balconies and

full-length windows. The building uses clean stacks of fenestration on all sides and step-down massing on the south facade for a more pedestrian scale.

Furthermore, the infill project site will take advantage of and be served by existing water and sewer lines found within the public rights-of-way located adjacent to the property. Stormwater systems are integrated into the project design. Therefore, the site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.

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

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

The proposed mixed use building, as conditioned, features a steady building line at the ground floor to define a walkable street. The shopfront and lobby on the ground floor are 12 feet high and are framed by two vertical elements: a stair tower and wrap around cantilevered balconies. The common entry into the lobby area is recessed from the building line, and provides sufficient space to provide for building traffic without impacting pedestrian movement in the right of way. The building features vertical piers throughout the facades to convey a more human scale to the five story building. The step down massing on the south facade allows light and airflow into the common courtyard and roof deck space as well as the units. The setbacks also allow for balcony areas for residents creating a more human scale to the building frontage as well as helping to break up the building massing.

The project includes private open space. The second and fifth floors of the building include common areas that will be landscaped with trees, and shrubs. The common area includes amenities such as bench seating, tables, dining and outdoor event space, a spa, a barbecue, and decorative hardscape.

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

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

The proposed mixed use building, as conditioned, has a strong ground floor base element in the form of a lobby and commercial space entrances with a shopfront facade of full-length windows and adjacent residential stoop units along the facades. The vertically stacked windows and balconies break up the smooth stucco facades. The building design features vertical piers of masonry, fiber board, plaster and storefront windows. The upper floors (floors two through five) feature full-length windows and balconies with metal or glass railings. The building is topped with horizontal accents, including a corrugated metal siding black metal awning which matches the painted concrete on the ground floor. The black metal balconies on all four facades tie the building together. The horizontal and vertical accents create a common feature to tie together the five stories and convey a unified vision of a singular building.

The main entrance to the residential units within the building is emphasized with a recessed facade under the cantilevered wrap-around balconies located at the corner of the building. The commercial entrance is also recessed to continue the same shopfront frontage of the lobby area. The recessed entry and balconies on the upper floors modulate the frontage of the building. The building features projections in the form of balconies and differing materials, as well as vertical piers on each facade.

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

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

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

The proposed building, as conditioned, features a simple design with a distinct ground floor made of concrete and glass and upper floor windows of apartments stacked above them on a metal, wood, and stucco facade. The building includes materials that age well over time such as concrete, metal, wood, stucco, and glass. The staff report contains a detailed discussion on how the project represents simple, well-proportioned buildings with thoughtful detailing and good quality,

durable materials in the Analysis subsection f (Building Design). Therefore, the project represents simple, well-proportioned buildings with thoughtful detailing and good quality, durable materials.

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

The proposed mixed use building, as conditioned, includes architectural projections in the form of wrap-around balconies on the corners and balconies on the sides that project into the building setback area. The building has been designed in the Contemporary style. The building design features a smooth, unornamented wall surface that incorporates concrete, metal, and fiber board vertical elements. The corners of the building include prominent, cantilevered balconies without visible support from the main body of the building. The proposed building colors generally consist of authentic material colors consistent with contemporary designs. The building features a commercial shopfront and lobby area on the ground floor that are made of concrete and clear glass in metal frames. The public and visitor building entrance to the upper floors are easily visible from the street and distinguishable by the prominent corner element. The ground floor masonry creates a strong base, with the lighter stucco, wood, and metal colors on top. The staff report contains a detailed discussion on how the project conforms to the Architectural Design Guidelines of Part 2 of the Downtown Code in the Analysis subsections d (Site Design), g (Landscaping and Open Space) and f (Building Design). Thus, the project substantially conforms to the Architectural Design Guidelines of Part 2 of the Downtown Code.

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

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

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

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

The project site is located within the downtown area of the City of Oxnard, within city limits. The project site is approximately 1.48 acres and is substantially surrounded by urban uses (see above Section 1).

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

The project site is currently development with a trade school building which will be demolished as part of this project (see above Section 1). The project site has been previously disturbed, is substantially surrounded by urban development and thus is unlikely to be suitable habitat for endangered or threatened species.

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

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

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

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

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

SECTION 3. Based on the findings set forth herein, the Community Development Director hereby approves Planning and Zoning Permit No. 20-200-03 (Major Downtown Design Review Permit), subject to the attached conditions of approval.

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

NOW, THEREFORE, BE IT RESOLVED that the Community Development Director of the City of Oxnard hereby approves Planning and Zoning Permit No. 20-200-03 (Major Downtown Design Review Permit), subject to the following conditions. The decision of the Community Development Director is final unless appealed in accordance with the provisions of §16-525 of the Oxnard City Code.

**CONDITIONS OF APPROVAL FOR MAJOR DOWNTOWN
DESIGN REVIEW (DDR) PERMIT FOR SOUTH C STREET
APARTMENTS (PLANNING AND ZONING PERMIT NO.
20-200-03)**

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

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

GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning Division, and may not be transferred from one property to another. (PL, *G-1*).
2. This permit is granted for the plans dated July 7, 2021, ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a Minor Downtown Design Review Permit to the plans is approved by the Community Development Director ("Director"). Minor field changes may be granted for minimal changes to the extent of use or size of structures or of the design, materials or colors of structures or masonry walls, found to be in substantial conformance

with the approved plans and the original intent of the Project. Substantial conformance shall be determined by the Planning and Environmental Services Manager. (PL, G-2)

3. This permit shall automatically become null and void 36 months from the date of its issuance, unless Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements. (PL, G-3)
4. All required off-site and on-site improvements for the project, including structures, paving, and landscaping, shall be completed prior to occupancy unless the Development Services Manager allows the Developer to provide security or an executed agreement approved by the City Attorney to ensure completion of such improvements. (DS, G-4)
5. By commencing any activity related to the project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, G-5)
6. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process. (CA, G-6)
7. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, G-8)
8. Developer shall provide off-street parking for the project, including the number of spaces, stall size, paving, striping, location, and access, as required by the City Code. (PL/B, G-9)
9. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Except as provided in the sign permit, Developer may not change any signs on the project property. (PL/B, G-10)
10. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, G-11)
11. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, G-12)

12. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, *G-13*)
13. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, *G-14*)
14. Prior to issuance of building permits, Developer shall correct all violations of the City Code existing on the project property for which the Code Compliance Division has open cases. (PL, *G-15*).

LANDSCAPE STANDARD CONDITIONS

15. Prior to submittal of landscape and irrigation plans, Developer shall obtain approval of the Planning Manager or designee of a plan showing on the project property all existing trees and identifying the trees to be saved, transplanted or removed. (PK, *PK-1*)
16. Prior to issuance of building permits or the proposed use is initiated, whichever comes first, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, *PK-2*)
17. Prior to issuance of a certificate of occupancy, Developer shall install landscape and automatic irrigation systems that have been approved by Parks and Facilities Superintendent. (PK, *PK-3*)
18. Developer shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of Developer to do so may result in the revocation of this permit and initiation of legal proceedings against Developer to ensue compliance (PK, *PK-4*)
19. Prior to the issuance of a certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, *PK-5*)
20. All trees planted or placed on the property by Developer shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit. (PK, *PK-6*)

21. At the time of landscape plan check submittal, the landscape planting and irrigation plans shall comply with the current title 23 Model Water Efficient Landscape Ordinance (MWELO). (PK, PK-7.1)
22. Developer shall provide an automatic irrigation controller and a written seasonal watering schedule for all front yard and street side yard landscaping. The watering schedule shall include variations for seasonal changes, sun and shade exposure of plants, type of plants, duration and frequency of irrigation, and suggestions as to how to conserve water. As part of the landscape plan check submittal process, the Parks and Facilities Superintendent shall review the sufficiency of instructions for the operation of the irrigation controller and the watering schedule cycles. (PK, PK-11)
23. Developer shall submit four sets of median and parkway landscape and irrigation plans with the first submittal of public improvement plans. The City shall approve median and parkway landscape and irrigation plans when the City approves public improvement plans. Before the City issues a building permit, the irrigation plans must be approved for proper meter size, backflow prevention device, and cross connection control by the Water Production Supervisor or designee. (DS/ PK, PK-14)
24. Before the City accepts medians and parkways from Developer, the landscaping thereon must complete a plant establishment period of 90 days or such other time as specified in this permit. (PK/DS, PK-15)
25. After Developer installs irrigation and landscape improvements on the project property or on Caltrans freeway right-of-way, but before the City's final acceptance thereof, Developer shall provide the Planning Division or designee with one set of mylar (minimum 3 mil) original drawings, which shall accurately reflect all "as-built" conditions. (PK, PK-16)
26. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, PK-22)
27. At time of submittal to the Building and Engineering Division for plan check, Developer's Landscape Architect or Architect shall provide the City with written confirmation that they have reviewed the civil engineering construction drawings and that the NPDES requirements are not in conflict with meeting the City's landscape requirements. (PK, PK-23)
28. Developer shall include a note on the Landscape Plans submitted to the Building and Engineering Division for a building permit that "all landscaping and irrigation comply with Ordinance No. 2822, which adopted the City of Oxnard Landscape Water Conservation Standards, and applicable water conservation requirements of the State of California". (PK, PK-24)

29. At the time of Plan Check submittal, the landscape plans shall contain an exhibit titled "Tree Tabulation Chart". The Tree Tabulation Chart shall contain a listing of all existing trees on site and shall refer to them by number as identified in the Arborist's Tree Report. The Tree Tabulation Chart shall clearly list all trees to remain, be removed or transplanted. The Chart shall contain the Arborist's economic appraisal value of each tree(s) removed as well as computations and calculations showing how the value of the removed tree(s) was put back into new tree sizes for the project that are in addition to meeting the City's minimum tree size of 24" box. (PK)

PLANNING DIVISION STANDARD CONDITIONS

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

36. Prior to issuance of building permits, Developer shall demonstrate that light standards illustrated on conceptual lighting plan do not conflict with tree locations. Developer shall submit a plan showing both the lighting and landscape on the same sheet.
37. Project on-site lighting shall be of a type and in a location that does not constitute a hazard to vehicular traffic, either on private property or on adjoining streets. To prevent damage from vehicles, standards in parking areas shall be mounted on reinforced concrete pedestals or otherwise protected. Developer shall recess or conceal under-canopy lighting elements so as not to be directly visible from a public street. Developer shall submit a lighting plan showing standard heights and light materials for design review and approval of the Planning Division Manager. (PL/B, *PL-8*)
38. In order to minimize light and glare on the project property, all parking lot and exterior structure light fixtures shall be high cut-off type that divert lighting downward onto the property and shall not cast light on any adjacent property or roadway. (PL, *PL-9*)
39. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities. (B/DS, *PL-11*)
40. During construction, Developer shall control dust by the following activities:
 - a. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code section 23114, with special attention to sub sections 23114(b)(2)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
 - b. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (B/DS, *PL-12*)
41. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, *PL-13*)
42. Because of water limitations placed upon the City by its water providers, approval of this permit does not guarantee that the City will issue building permits. Issuance of building permits may be delayed as a result of implementation of a water conservation or allocation plan. (PL, *PL-15*)
43. Prior to issuance of building permits, Developer shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect. (PL/B, *PL-16*).

44. Developer shall provide elevators in structures of three stories or more, except where the third story consists entirely of upper levels of residence that have entrances at the first or second story. (PL/B, *PL-17*)
45. Developer shall participate in the City's Public Art Program by paying the Public Art fee prior to issuance of building permits, in accordance with City Council Resolution No. 14,124. (PL, *PL-50*)
46. Developer shall install all roof and building rain gutters and downspouts to integrate as closely as possible with building design elements, including matching adjacent building colors as closely as possible. Developer shall submit a plan and scheme for approval by the Planning Division Manager prior to issuance of building permits. (PL, *PL-18*)
47. Developer shall provide utility meters, mailboxes and address directories, placed in decorative cabinets and clustered for efficient access for residents and service persons. Developer shall coordinate placement and design of such items accordingly, with the Planning Division Manager, the appropriate utility service provider and the United States Postal Service, prior to issuance of building permits. (PL, *PL-19*)
48. Railings and enclosures for patios and balconies shall provide at least 50 percent enclosure for screening and privacy. Developer shall include details of the railings and enclosures on the construction documents. (PL/B, *PL-24*)
49. All drive lanes (alleys) shall be provided with independently metered lighting with automatic daylight sensors for dusk to dawn lighting within drive lanes. The maintenance and replacement of independently metered lighting (wall fixtures, light bollards) shall be the responsibility of the property owner. (PL)
50. Developer shall construct each dwelling unit with separate utility systems and meters. Developer shall paint utility meter panels to match structures upon which it is located. Such panels shall be located to take advantage of screening (e.g. landscaping or other building elements) from public right-of-ways, to the maximum extent feasible. (DS/B, *PL-34*)
51. Developer shall pay Quimby Fees (fees for park acquisition and improvement) before issuance of building permits. The amount of the fee shall be calculated by the Planning Division, and verified by the Parks Division at the time of payment. (PK/B, *PL-36*)
52. Developer shall recess or screen roof heating and cooling systems and other exterior mechanical equipment from adjoining property and public streets, as required by this permit. Plumbing vents, ducts and other appurtenances protruding from the roof of structures shall be placed so that they will not be visible from the front of the property or other major public vantage points. Developer shall include a note on the construction

plumbing drawings of exterior elevations to indicate to contractors that roof features shall be grouped and located in the described manner. Roof vents shall be shown on construction drawings and painted to match roof material color. (PL/B, *PL-41*)

53. Developer shall install all roof and building drainpipes and downspouts inside building elements. These items shall not be visible on any exterior building elevations. (PL, *PL-42*)
54. For any exterior utility meter panels, Developer shall paint such panels to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g. landscaping or other building elements) from public right-of-ways, to the maximum extent feasible. (PL, *PL-43*)
55. Prior to issuance of a certificate of occupancy, Developer shall remove all construction materials and vehicles from the subject property. (PL/B, *PL-47*)
56. Developer shall stripe loading zones placed partly or wholly within a structure for loading and unloading activities only and post to prohibit storage or other non-loading activity within the loading zone. (PL/B, *PL-49*)

PLANNING DIVISION SPECIAL CONDITIONS

57. The property owner shall be responsible for creating and implementing a Parking Management Plan which shall consist of designating which tenant will use which parking space in order to assure that vehicle spaces correspond with on-site uses (i.e., residential or commercial). Parking spaces shall be physically demarcated with a space number, which shall be assigned to individual tenants through their rental lease agreement. The Parking Management Plan shall be submitted to the Planning Division for review and approval prior to the issuance of Certificate of Occupancy. The Parking Management Plan shall be used to calculate any applicable in-lieu parking fees.
58. Developer shall pay required in-lieu parking fee pursuant to the Downtown Code (Section 16-147.4.C.7.C). The in-lieu fee is required for a minimum of 50% of the required commercial parking spaces and 0.5-0.99 parking spaces per residential unit. The current in-lieu parking fee is \$10,000 per mitigated space and is tied to the Engineering News-Record (ENR) Construction Cost Index (CCI) for Los Angeles. The in-lieu parking fee is subject to fee adjustments adopted by the City Council.
59. Developer shall remove any and all graffiti from the project premises, including but not limited to graffiti within the building, such as in restrooms or fitting rooms, within 24 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch. (PL)
60. Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan, subject to the approval of the Planning Division Manager. Such plan shall include such

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

61. Applicant shall screen, to the satisfaction of the Planning Manager, any HVAC equipment visible from the public right-of-way. Screening plants shall be consistent with other species on the property and a minimum size of five gallons. (PL)
62. Prior to building permit issuance, the developer shall provide a public improvement plan which identifies, and includes, a connection to the city fiber optic infrastructure according to city specifications pursuant to the Fiber Network Master Plan as adopted by the City Council on May 5, 2020. Initial installation of fiber optic infrastructure shall be the responsibility of the Developer and shall occur at the time that roadways are constructed unless a mutually agreed upon process is determined in consultation with the City's Information Technology Department.
63. All dining establishments with cooking operations shall implement best management practices to minimize the potential release of food processing facility odors and smoke outside the building as could be detected at the property line. Such best practices could include changing operating practices, improving maintenance of cooking equipment, installing odor control equipment, and/or upgrading venting systems to control unnecessary, excessive and annoying odors or smoke which in the judgement of the City of Oxnard or the Ventura County Air Pollution Control District is determined to be a public nuisance or to be detrimental to the public health and welfare.
64. No alcohol use of any type is approved as a part of this action. A separate alcohol use request must receive a Special Use Permit approved by the City and Alcohol Beverage Control prior to inauguration of the use.
65. Developer shall record a notice to appear in all deeds of property within the project that the project is within or proximate to the Oxnard Airport Sphere of Influence and inhabitants may be affected by the airport and aircraft operations. Before the City issues building permits, Developer shall provide evidence of recordation of such notice with the Ventura County Recorder's Office. (PL)
66. Developer shall grant to the County of Ventura an aviation easement that includes the elements of the Federal Aviation Administration's (FAA) Model Aviation Easement. (PL)
67. Developer shall file with FAA a Form 7460, "Notice of Construction or Alteration," that enables the FAA to review the development for any hazards to airport/aviation operations. The FAA's review shall result in a finding of "no objection." (PL)
68. The Developer shall adhere to any recommendations from the FAA for marking or lighting. (PL)

69. The project is conditioned for the following details to be added to the construction plans to be consistent with the Downtown Code requirements. Specifically, the construction plans shall be updated to include the following items prior to the project being submitted for the initial plan check to Building and Engineering:
- a. Exterior Lighting
 - b. Stoop planter/fence height
 - c. Shopfront base height
 - d. Shopfront tint
 - e. Window Recess (2 inch minimum)
 - f. Balcony (5 foot depth minimum)
 - g. Planter box (18-42 inches, cannot block windows)
 - h. Gutters and downspouts (to be made of galvanized steel, copper, or pre-finished aluminum)
 - i. Front wall height (30-42 inches)
 - j. Fire sprinklers (shall be building mounted)

Air Quality

70. Developer shall ensure that all construction equipment is maintained and tuned to recommended manufacturer's specifications. (MND, C-1)
71. At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust. (MND, C-2)
72. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities. (MND, C-3)
73. During construction, Developer shall control dust by the following activities:
- a. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
 - b. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (MND, C-4)
74. During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less. (MND, C-5)

75. During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite. (MND, C-6)
76. The Permittee shall comply with the provisions of applicable VCAPCD Rules and Regulations, which include but are not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive Dust), and Rule 55.1 (Removal of Visible Roadway Accumulations). ((MND, C-7)
77. Prior to issuance of demolition permits for any structure on the site, Developer shall provide evidence of notifying the Air Pollution Control District of such demolition. Demolition and/or renovation activities shall be conducted in compliance with APCD regularities regarding Asbestos (Rule 63.7). (MND, C-8)
78. Developer shall mitigate air quality emissions associated with development of the subject site through a contribution to the City's Transportation Demand Management (TDM) program. Such fee shall be calculated at the time of building permit issuance in accordance with the Ventura County Air Quality Assessment Guidelines, as amended. Such fee shall be collected in full prior to building permit issuance. (MND, C-9)
79. Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements. (PL)

Cultural Resources

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

The contract shall include provisions in case any cultural resources are discovered onsite. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or its successor in interest shall be responsible for paying all salaries, fees and the cost of any future mitigation resulting from the survey. (MND, E-1)

81. Developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The monitor shall provide a weekly report to the Planning Division summarizing the activities during the reporting period. The frequency of reports may be adjusted by the Planning Manager upon request in writing from the Developer. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permit signature. (MND, E-2)

HOUSING DEPARTMENT CONDITIONS

82. Based on the unit count, 18 of the 175 units being developed shall be affordable units. (5% at or below 50% of the Area Median Income (AMI) and 5% at or below 80% AMI) (Per Section 4 and 5 of Ordinance 2980).
 - a. The owner/developer shall offer at least 9 of the 18 affordable units at or below 50% AMI and the other 9 units shall be offered at or below 80% AMI.
 - b. The affordable units shall include : (5) 0-bedroom units, (11) one-bedroom units, and (2) two-bedroom units. (Per section 4 of Ordinance 2980).
 - c. Of the 18 affordable units, (2) of the 0-bedroom units, (5) of the one bedroom units, and (1) of the two bedroom units will need to be offered for rent at or below 50% AMI, (3) of the 0-bedroom units (6) of the one bedroom units and (1) of the two bedroom units will need to be offered for rent at or below 80% AMI
83. Prior to offering the affordable units for rent, the developer/owner must submit to the Housing Director the proposed rental amounts for the affordable units for review and approval.
84. Owner/Developer shall record affordability covenants approved as to form by the Housing Director prior to submitting their first building permit application. Units shall remain affordable for at least 20 years. Applicant shall contact the Housing Department for review of draft affordability covenants prior to recordation.
85. The affordable units must be designed and constructed to be architecturally consistent with and qualitatively similar to other unrestricted units in the project.
86. When determining the rent amount, the developer/owner shall acknowledge that the rent may not be more than 30% of 80 % AMI for the 80% AMI units and the rent may not be more than 30% of 50% AMI for the 50% AMI units

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

87. Developer shall pay plan check and processing fees in effect at the time of construction plan submittal and shall pay development fees, encroachment permit fees, and other applicable fees in effect at permit issuance. (DS-1)

88. Developer shall have the site improvement plans prepared using standard Development Services Division format(s) by a civil engineer licensed in the State of California. The plans shall incorporate recommendations from soil engineering and geology reports. Prior to issuance of a grading permit, improvement plans must be approved by the City Engineer and ink-on-mylar plans filed with the Development Services Division. (DS-3)
89. Developer shall protect building pads from inundation during a 1% chance (100 year) storm. (DS-5)
90. Developer shall replace all broken, uplifted, or missing curb, gutter, or sidewalk along the street frontage(s) of the project. (DS-6)
91. Before connecting the project to existing sewer and water service laterals, Developer shall inspect (pothole or video) existing lateral(s) and arrange for City staff to view inspection results. Developer shall make repairs to such facilities as determined necessary by City staff. Developer shall bring all existing water services into compliance with current City standards including removal of unused water or sewer laterals by disconnection at the main. (DS-7)
92. Each structure shall be served by separate sewer and water services in accordance with City Code. (DS-8)
93. Curb cut widths and design shall conform to City ordinances, standards, and policies in effect at the time City issues an encroachment permit. (DS-9)
94. Developer's site improvement plans shall include an on site sewer plan. (DS-10)
95. Developer shall provide fire hydrants such that all points of all structures are within one hundred fifty (150) feet of a fire hydrant, or as otherwise approved by the Fire Department. Fire hydrant line improvements shall be designed in accordance with City standards and shown on the civil site improvement plans prior to issuance of a site improvement/grading permit. Developer shall provide the City with an easement over onsite waterlines using standard City format. (DS-11)
96. Developer shall install on site and off site electric, cable, telephone and similar utility service laterals underground in accordance with City ordinances in effect at the time City issues a building permit. Services shall be installed underground to the nearest suitable riser pole as determined by the appropriate utility service provider. (DS-12)
97. Developer shall enter into an agreement, approved as to form by the City Attorney, to install and construct all public improvements required by this permit and by the City Code. Developer shall post security satisfactory to the Finance Director, guaranteeing the

installation and construction of all required improvements within the time period specified in the agreement or any approved time extension. (DS-14)

98. A California licensed civil engineer shall prepare the public improvement plans and documents for this project in accordance with City standards and shall submit all such plans to the City Engineer. Submittal shall include, but not necessarily be limited to, grading, street, drainage, sewer, water and other appurtenant improvement plans, construction cost estimates, soils reports, and all pertinent engineering design calculations. City will not approve a parcel map or final map nor issue a grading, site improvement or building permit until the City Engineer has approved all improvement plans. (DS-15)
99. Prior to issuance of a site improvement permit, Developer shall provide to the Development Services Division a compact Disc (CD) containing digital copies of all project maps, address map, and/or civil improvements drawings in DWG format. Prior to improvement bond release, Developer shall provide an updated CD containing all changes that occur during construction. (DS-16)
100. Developer agrees, as a condition of approval of this resolution, to indemnify, defend and hold harmless, at Developer's expense, City and its agents, officers and employees from and against any claim, action or proceeding commenced within the time period provided for in Government Code Section 66499.37, to attack, review, set aside, void or annul the approval of this resolution or to determine the reasonableness, legality or validity of any condition attached thereto. City shall promptly notify Developer of any such claim, action or proceeding of which City receives notice, and City will cooperate fully with Developer in the defense thereof. Developer shall reimburse City for any court costs and attorney's fees that City may be required to pay as a result of any such claim, action or proceeding. City may, in its sole discretion, participate in the defense of any such claim, action or proceeding, but such participation shall not relieve Developer of the obligations of this condition. Developer's acceptance of this resolution or commencement of construction or operations under this resolution shall be deemed to be acceptance of all conditions thereof. (DS-18)
101. Developer shall provide all necessary easements for streets, highways, alleys, sidewalks, parkways, landscaping, utilities, drainage facilities, or other improvements as required by City. If such easements cannot be obtained from the property owner by negotiation, City may acquire them at the expense of Developer by exercise of the power of eminent domain. Developer shall bear all costs of eminent domain proceedings, including appraisal, acquisition, attorney's fees, and court costs. Before City issues a site improvement permit, Developer shall dedicate all required easements to City. (DS-19)
102. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours of its appearance. If the Developer fails to remove graffiti in accordance with this condition, the City may at the

discretion of the Development Services Manager issue a stop work order until such time as the graffiti is removed. (DS-20)

103. The conditions of this resolution shall prevail over all omissions, conflicting notations, specifications, dimensions, typical sections, and the like, that may or may not be shown on the improvement plans. (DS-21)
104. Developer shall pay the cost of all inspections of on site and off site improvements. (DS-22)
105. Developer shall be responsible for all project related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)
106. Prior to beginning construction, Developer shall designate in writing an authorized agent who shall have complete authority to represent and to act for Developer. The authorized agent shall be present at the work site whenever work is in progress. Developer or the authorized agent shall make arrangements acceptable to City for any emergency work. When City gives orders to the authorized agent to do work required for the convenience and safety of the general public because of inclement weather or any other cause, and the orders are not immediately acted upon by the authorized agent, City may do or have such work done by others at Developer's expense. (DS-24)
107. "Standard Specifications for Public Works Construction" latest edition (including modifications thereto by City) and applicable City Standard Plates and Design Criteria shall be the project specifications, except as noted otherwise on the approved improvement plans. City reserves the right to upgrade, add to, or revise these specifications and plans and all other City ordinances, policies, and standards. If the improvements required of this project are not completed within 12 months from the date of City's approval of the improvement plans, Developer shall comply with and conform to any and all upgraded, additional or revised specifications, plans, ordinances, policies and standards. (DS-27)
108. Prior to issuance of a grading/site improvement permit, developer shall obtain Development Services Director approval for any proposed construction phasing. The improvement plans (and associated phasing plans) shall clearly indicate any interim or off site improvements required by City. (DS-28)
109. Developer shall retain a California licensed Civil Engineer to ensure that the construction work conforms to the approved improvement plans and specifications and to provide certified "as built" plans after project completion. Developer's submittal of certified "as built" plans is a condition of City's final acceptance of the project and release of any associated security. (DS-29)
110. All grading shall conform to City's standard grading notes, City Code, and recommendations of Developer's soils engineer as approved by the City Engineer. (DS-30)

111. Developer shall construct sufficient drainage facilities concurrent with rough grading operations to mitigate any potential flooding or erosion affecting adjacent properties and public rights-of-way. (DS-31)
112. Storm drain, sewer and water facilities shall conform to applicable City Master Plans. Developer shall prepare plans for these facilities in accordance with City's engineering design criteria in effect at the time of improvement plan submittal. Developer shall submit plans with pertinent engineering analyses and design calculations for review and approval by the City Engineer prior to issuance of a site improvement permit. (DS-34)
113. Developer shall design project grading to convey stormwater to a street, alley, or approved drain so that there are no undrained depressions. (DS-35)
114. Developer shall dispose of sewage and solid waste from the project by City's wastewater and solid waste systems in a manner approved by the City Engineer. (DS-38)
115. Developer shall install water mains, fire hydrants and water services in conformance with City standard plates, design criteria and specifications as directed by the City Engineer. (DS-41)
116. Developer shall install adequately sized water services and meters to each lot or unit in accordance with City standards in effect at the time of building permit issuance. There shall be no interconnections between structures. (DS-42)
117. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)
118. 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 may require a second test. Developer shall obtain permits from the City Engineer prior to performing tests. Developer shall have all tests certified by a mechanical, civil, or fire protection engineer and provide written results of all tests to the City Engineer. (DS-47)
119. 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)
120. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed. (DS-54)

121. Developer shall submit a landscape irrigation plan prepared by a licensed professional, showing proper water meter size, backflow prevention devices, and cross connection control. (DS-59)
122. Developer shall submit a street lighting plan as a part of the civil improvement plans. Developer shall install streetlights in accordance with the plan. (DS-60)
123. As a part of the site improvement plans, Developer shall submit a master utility plan that shows the relative location of all public and private utilities (including gas, electric, street lights, telephone and cable television lines) in accordance with City standard plans. (DS-61)
124. Developer shall be responsible for and bear the cost of replacement of all existing survey monumentation (e.g., property corners) disturbed or destroyed during construction, and shall file appropriate records with the Ventura County Surveyor's Office. (DS-64)
125. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)
126. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer. (TR-73)
127. Developer shall design project to minimize degradation of stormwater quality by complying with the applicable sections of the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit (Order R4-2010-0108 including all revisions) for new development and redevelopment projects. Developer shall submit stormwater quality calculations and associated construction plans demonstrating compliance with the MS4 permit. Calculations shall generally be organized to follow the steps outlined in Chapter 2 of the 2011 Technical Guidance Manual for Stormwater Control Measures ("2011 TGM"). (DS-78)
128. Developer's stormwater quality calculations shall include site specific analysis and recommendations from a geotechnical engineer, and if applicable, a landscape architect for design and implementation of stormwater treatment and infiltration devices. Geotechnical Engineering analysis and recommendations shall include, but not necessarily be limited to, determination of site specific soil infiltration rates, depth to permeable soil layers, methods to reach permeable soil layers, appropriate compaction rates, recommendations to enhance infiltration, and other requirements of the 2011 TGM. Landscape architectural recommendations shall include, but not necessarily be limited to, suggestions regarding appropriate vegetation and soil amendments for vegetated infiltration devices. Project plans shall implement approved design recommendations. (DS-81)
129. Using forms provided by the Development Services Division, Developer shall submit a stormwater quality control measures maintenance and operations plan ("the Plan") for this

project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, Developer shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all BMPs included in the project design. Upon request by City, property owner shall provide written proof of ongoing BMP maintenance operations. No grading or building permit shall be issued until the Development Services Manager approves the Plan and Developer provides an executed copy of the City's stormwater covenant with the Plan included as an exhibit for recordation by the City. (DS-82)

130. Developer's stormwater quality control measures maintenance and operations plan shall include: 1) Requirement to clean on-site storm drains at least twice a year; once immediately before the first of October (the beginning of the rainy season) and once in January. The City Engineer may require additional cleaning; 2) Requirement to maintain parking lots free of litter and debris. Developer shall sweep sidewalks, drive aisles, and parking lots regularly to prevent the accumulation of litter and debris. When swept or cleaned, debris must be trapped and collected to prevent entry into the storm drain system. Developer may not discharge any cleaning agent into the storm drain system; 3) Requirement to label all on-site storm drain inlets with the message "Don't Dump - Drains to Ocean" in accordance with City standards. (DS-83)
131. Developer shall provide pre-treatment for all infiltration based stormwater quality Best Management Practices ("BMPs"). Pre-treatment devices must effectively reduce sediment load entering infiltration BMPs to minimize occlusion of underlying soils and reduce long term maintenance requirements and thereby maintain the infiltration capacity of the BMP. 2011 TGM compliant pre-treatment such as vegetated swales are an approved form of pre-treatment. Proprietary pre-treatment devices must be capable of removing 80% of 50 micron particles to be considered adequate pre-treatment. Typical catch basin inserts do not provide the sufficient sediment storage to provide pre-treatment. (DS-85)
132. Prior to issuance of a grading, building or demolition permit and prior to commencement of any clearing, grading or excavation, Developer shall provide evidence of assignment of a permit identification number by the California State Water Resources Control Board indicating submittal of a Notice of Intent (NOI) by the Developer in accordance with the NPDES Construction General Permit. Developer shall comply with all requirements of the General Permit and the Ventura Countywide MS4 Permit, including preparation of a Stormwater Pollution Prevention Plan (SWPPP). Developer shall keep the SWPPP updated to reflect current site conditions and a copy of the SWPPP shall be kept onsite and available for City or designated representative to review upon request. (DS-86)
133. Developer shall install 'Full Capture System Devices' ("Devices") certified by the State Water Resources Control Board Executive Director in compliance with the Statewide Trash Amendments ("Amendments") in all catch basins accepting stormwater runoff from any portion of this project that meets the definition of 'Priority Land Use' as defined by the

Amendments at the time of issuance of a grading/site improvement permit. The Devices shall be sized and designed in accordance with requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures ("TGM"). (DS-88)

134. Prior to issuance of a site improvement permit, Developer shall provide evidence of the recordation of a reciprocal access agreement with the adjacent property owner. (DS-103)

DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS

135. All existing frontage improvements (curb, gutter, and sidewalk) along the project shall be reconstructed to current City standards. The frontage improvements shall also include new landscaped parkway between the sidewalk and the street, and new driveway approaches per Standard Plate 115. The reconstruction of the frontage improvements shall match the existing design layout of the project to the north with a 10-foot landscaped parkway and a 5-foot sidewalk, except where the bus stop exists on C Street. All existing driveway approaches that no longer serve the project shall be removed. (DS)
136. Developer shall be responsible for providing irrigation to all proposed trees and landscaping in the parkway. (DS)
137. In accordance with City Code, Developer shall provide separate services and water meters for 1) residential uses; 2) commercial facilities; and 3) landscape irrigation systems. The existing water vault serving the project site shall be upgraded to current standards to be above ground behind the back of walk. Developer shall properly abandon all existing sewer and water laterals currently extended to the site that will not be used in the final design. Abandonment shall occur at the City main. (DS)
138. Developer shall design the project trash bin storage rooms to the satisfaction of the City Engineer and Environmental Resources Division. All bins required to be emptied shall be mobilized by the onsite management team and made readily available outside the storage room at locations acceptable to the Environmental Resources Division. Where required by the City Engineer, Developer shall construct a 4-foot wide hardscape parkway path between the curb and the sidewalk to allow the bins to be mobilized for curbside pickup. (DS)
139. Prior to issuance of a site improvement permit, the Developer shall provide (or update as appropriate) the City Engineer with a 100-scale base map for addressing purposes. The map shall be drawn on 18-inch by 24-inch mylar and shall show the standard address map title block, north arrow, street names, and lot numbers. The City will assign all addresses. (DS)
140. This project, along with three other projects identified in the combined sewer capacity analysis report, dated January 18, 2021, prepared by the Public Works Department, will result in an increase in wastewater discharge to the City's sanitary sewer collection system.

As such, the Developer will be responsible for upsizing the existing 10-inch pvc sewer pipe section that is approximately 30-feet long between MH-M23-125 and MH-M23-124 with 16-inch pvc pipe. (DS)

141. If another development project constructs the downstream sewer improvements, this project will be required to reimburse a pro-rata share of the sewer construction costs, as determined by the City Engineer, to the project developer that constructed the downstream sewer improvements. The City will not be responsible for constructing or paying for any of the costs of the downstream sewer improvements unless they are determined by the City Engineer to be Master Planned Improvements and subject to the Master Planned Improvement reimbursement policy. (DS)
142. The placement of the infiltration chamber and the 10-foot setback requirement will impact the future development of the northerly property. Developer shall obtain approval from the property owner to the north, APN 202-0-135-025, and record a deed restriction on both properties requiring all future structures and foundation elements to locate 10-feet horizontally away from the infiltration chamber. A copy of the recorded deed restriction shall be submitted to the City prior to the issuance of site and building improvement permits. Alternative to the deed restriction, Developer shall have the design engineer eliminate the northerly infiltration chamber and direct all stormwater to the southerly infiltration chamber. (DS)
143. The project shall be designed to meet Americans with Disabilities Act (ADA) accessibility and adaptability requirements per the latest applicable version of the California Building Code, including ADA parking for commercial separate from residential uses. (DS)
144. Prior to site improvement permit issuance, the project Civil Engineer shall submit a written confirmation letter to the City confirming that the proposed landscaping plans do not interfere with the underground infiltration chambers. (DS)
145. Developer's Geotechnical Engineer shall perform percolation tests on the exposed bottom of all infiltration chambers immediately prior to facility construction and provide the City with an opinion that the exposed soil layer is suitable for the proposed infiltration facility based on the review of the existing geotechnical reports, percolation tests, infiltration facility design, and characteristics of the exposed soil layer. This requirement shall be clearly noted on the improvement plans. The report shall be reviewed and approved by the Project Civil Engineer.(DS)
146. The percolation tests for this project shall include implementation of the reduction factor specified in the "Guidelines for Design, Investigation, and Reporting for Low Impact Development Stormwater Infiltration" published in the Administrative Manual of the County of Los Angeles Department of Public Works. This reduction factor is in addition to the safety factor specified in the Technical Guidance Manual. (DS)

TRAFFIC DIVISION SPECIAL CONDITIONS

147. Developer shall install a rectangular rapid flashing beacon at the northwest and northeast corners of C Street and 8th Street intersection. Final locations, signing and striping shall be approved by the City Traffic Engineer. (TR)
148. Developer shall provide a Transportation Information Center stocked with bus schedules, rideshare information and related information on alternative methods of transportation at the proposed building lobby along C Street. Final location of the Information Center shall be approved by the City Traffic Engineer. (TR)
149. Developer shall install the proposed bike rack close to the main entrance door of the proposed lobby along C Street. Developer shall be responsible for the perpetual upkeep of the proposed bike racks for the project. Final location shall be approved by the City Traffic Engineer. (TR)
150. Developer shall replace the existing non-standard traffic signal service pedestal at the intersection of Ninth Street and C Street with a Type III-BF service enclosure. (TR)
151. Proposed parking stalls at the middle of the parking garage shall be designed to have adequate sight visibility for turning vehicles. (TR)
152. Developer shall reconstruct the bus stop area and associated amenities on South C Street north of 8th Street, subject to the approval of the Traffic Engineer in coordination with Gold Coast Transit District. (TR)
153. During construction, maintain pedestrian paths of travel along South C Street at all times. Pedestrian protections up to and including pedestrian canopies may be required for the safe passage of pedestrians. (TR)
154. Developer shall upgrade curb ramps on the northwest and northeast corners of South C Street and 8th Street to current ADA standards. (TR)

ENVIRONMENTAL RESOURCES DIVISION

155. A Construction and Demolition Waste Management Plan ("C&D Plan") must be submitted to the Environmental Resources Division for review and approval prior to issuance of a building permit. The C&D Plan shall provide that at least 65% of the waste generated on the project be diverted from the landfill.
156. After completion of construction and prior to a certificate of occupancy being issued, a Construction and Demolition Waste Management Report ("C&D Report") and provide

legible copies of weight tickets, receipts, or invoices for materials sent to disposal or reuse/recycling facilities.

157. An Occupancy Plan ("Occupancy Plan") must be submitted to the Environmental Resources Division prior to issuance of a certificate of occupancy. The Occupancy Plan must clearly state how recyclable and organic material, including food waste, will be managed on site to be in compliance with applicable state laws (AB 939, AB 341, AB 1826, SB 1383); how property management staff will participate in the program; and how residents will be educated about the program and encouraged to participate. The Occupancy Plan must include what service provider(s) will manage/transport materials to appropriate facilities.
158. Any/all landscaping waste that is generated must be diverted from landfill disposal; material of this type is not allowed in a trash dumpster. If landscaping is performed by an outside source, the landscape service providers must be informed, in writing, of this condition.
159. Due to landscaping cutting off the drive on the north side of the building, the property manager will be required to deliver bins needing to be emptied to the street on the appropriate service days. The Environmental Resources Division cannot operate a collection vehicle with this arrangement, as it would require a blind reverse of the vehicle onto both South C Street and South D Street. As such, containers must be delivered to the street to avoid this safety issue and subsequently returned to the waste enclosure rooms after being serviced.

FIRE DEPARTMENT STANDARD CONDITIONS

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

- occupancy. The tests must be certified by a mechanical, civil, or fire protection engineer. Developer shall obtain permits for the tests from the Engineering Division. Developer shall send the results of the tests to the Fire Chief and the City Engineer. (FD/DS, *F-4*)
164. All structures on the project property shall conform to the minimum standards prescribed in Title 19 of the California Code of Regulations. (FD, *F-5*)
165. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, *F-6*)
166. At all times during construction, Developer shall maintain paved surfaces capable of handling loads of 76,000 pounds which will provide access for firefighting apparatus to all parts of the project property. (FD/DS, *F-7*)
167. Developer shall identify all hydrants and fire protection equipment on the project property as required by the Fire Chief. (FD, *F-8*)
168. Developer shall install security devices and measures, including walkway and vehicle control gates, entrance telephones, intercoms and similar features, subject to approval of the Police Chief and the Fire Chief. Vehicle control gates shall be operable by City approved radio equipment. (FD/PD, *F-9*)
169. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, *F-10*)
170. Developer shall provide automatic fire sprinklers as required by the City Code and shall contact the Fire Chief to ascertain the location of all connections. (FD, *F-12*)
171. Developer shall install in each structure in the project an alarm system with a central station monitor that will automatically notify the Fire Department in the event of a fire in the structure. The alarm system shall include a UL or State Fire Marshal approved device, which shall not exceed design specifications, that reports the location of the fire and provides floor by floor water flow monitoring and allows the central station monitor to inform the Fire Department. (FD, *F-13*)
172. All signalized intersections shall be equipped with pre-emption equipment. (FD/TR, *F15*)
173. Developer shall comply with Certified Unified Program Agency (CUPA) requirements regarding the storage, handling and generation of hazardous materials or waste. Prior to the issuance of building permits, Developer shall contact the CUPA division of the Fire Department to ensure that such requirements are followed. (FD, *F-16*)

174. Developer shall install a carbon monoxide detector on each level of the residence in accordance with the manufacturer's specifications. The detector shall be hardwired with a battery backup. (FD, F-17)
175. Areas designated by the Fire Marshal as Fire Lanes shall be identified by a red curb and signage per the California Department of Motor Vehicles.
176. Before the city issues a certificate of occupancy, the developer shall install a Knox key vault at a location to be determined by the Fire Department.
177. Gurney size elevators will be required.

POLICE DEPARTMENT CONDITIONS

Exterior Lighting

178. A condition of approval requires compliance with the Outdoor Lighting Code & Guideline
 - a) Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings.
 - b) Unless approved as a specific exception to this guideline, all outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the following exceptions:
 - 1) Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up.
 - 2) Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to one 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque top to keep light from shining directly up.
 - c) Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected.
179. Exterior lighting of the site including parking areas shall be between 1 and 7 foot candles and shall be in harmony with existing adjacent lighting scheme.

180. All exterior lighting shall operate from dusk to dawn and shall be LED or similar in nature and spectrum (3,000K to 20,000K Correlated Color Temperature).
181. Lighting instruments shall be full cut-off and installed so that light does not directly illuminate property outside the project site. Instruments shall not create glare for motorists or pedestrians.
182. Integrated landscape/lighting/photometric plan shall be submitted illustrating a 20-year tree maturity. This plan shall include all outdoor areas as well as the parking facility. This is to ensure that tree growth will not adversely impact future lighting and therefore site safety as the project matures. Luminaires used in the photometric calculations shall only include those instruments mounted 8-feet or more above the walking/driving surface. This plan shall be submitted and approved prior to the issuance of building permits.
183. Outdoor lighting instruments shall not be placed in close proximity of parking lot trees. In the event outdoor lighting instruments and trees are in close proximity an additional landscape plans sheet shall be required illustrating light and tree placement showing trees with a 20-year maturity.
184. Interior parking facilities shall be illuminated between 5 and 15 foot-candles utilizing LED or similar luminaires with a spectrum 3,000K to 20,000K Correlated Color Temperature. Walls, ceilings and supporting posts or pillars shall be painted white or off-white to provide maximum reflectivity.
185. All common outdoor and parking area lighting shall operate from dusk to dawn.

Security Camera Systems

186. A security camera system shall be installed and operated 24-hours a day to monitor the activity at the site. The system shall be designed to capture images of all persons and all vehicles that enter the site. Cameras shall also be distributed throughout the site to capture general activities. The camera system shall comply with these minimum standards:
 - a. Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Greyscale images are required for infra-red lighting.
 - b. Cameras shall be made by a reputable manufacturer and maintained to current industry standards.
 - c. Cameras shall have low light capability and be able to identify persons involved in criminal or problem activities.
 - d. The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.
 - e. The video system shall allow recording, live viewing and playback of recorded video for a period of a period of at least 30 days.
 - f. Recorded images shall bear a date and time stamp that cannot be altered.

- g. All entry doorways to the premises shall be monitored by a camera or cameras that are strategically mounted to capture quality images of the heads and shoulders of persons who enter. Such cameras shall be mounted no higher than 7-feet above the floor/ground.
- h. All vehicular entrances to the parking facilities shall be monitored by a camera or cameras that are placed to capture images of sufficient quality where the vehicle's license plate, make, model and color can be easily identified.
- i. Cameras in domed casings are highly encouraged as their area of focus is not easily determined by a casual observer.
- j. A camera shall be dedicated to capture an image of any person accessing the call system at the exterior of the primary entrance.
- k. Site management shall provide in a timely manner any digital records of security camera or access control systems requested pursuant to a police investigation or for the periodic inspection of equipment required under these conditions.
- l. Prior to the issuance of the Certificate of Occupancy the developer shall submit via specialprojects@oxnardpd.org one daytime and one nighttime still image generated from each camera monitoring a pedestrian or vehicular entrances to the site illustrating the image of a person or vehicle entering the site. The intent of this provision is to illustrate that each camera is properly mounted and focused to capture images required under subsections "g" and "h" of this condition.

Access Control Systems

- 187. The site shall be equipped with an access control system that shall restrict human and vehicle access to semi-public areas of the site. The areas considered "semi-public" shall include: parking areas restricted to residents, the building lobby, mailroom, shared hallways, laundry rooms, activity rooms, pool and physical fitness facilities.
- 188. The access control system shall utilize instruments such as cards, fobs, QR decals or other devices that can be individually programmed to provide access as appropriate to the individual user. The system shall have the capability to add or subtract an access instrument assigned to a particular residential unit in the event of adding or subtracting a user.
- 189. The access control system shall include "Click-2-Enter" to provide access to all first responders to all semi-public areas of the site.
- 190. The access control system shall include a call system at exterior of the site's primary entrance that allows guests to contact residents or the managers to request access. The access control point at this entrance shall be enabled to be opened by a resident from their unit or from a remote digital device.
- 191. The access control system shall record each permitted access and the authorizing individual and the instrument/method used to facilitate the access.

Security Plan

192. A Security Plan shall be submitted and approved prior to the issuance of building permits. The plan shall include:
- a. The Security Plan Sheet that identifies the location of each security camera, camera recording/support equipment, all elements of an access control system, and any safe or secure room or rooms designed to maintain valuable assets or records.
 - b. The Security Plan shall include a chart identifying each camera by an alpha-numeric, the scope of their capture area, placement of the camera above the floor/ground, make and model of the instrument, type of camera (dome, PTZ, etc.).
 - c. The Security Plan shall identify any area which is served by an intrusion/burglary alarm system.
 - d. The Security Plan shall identify all the components of the access control system their location and a chart that identifies each instrument with an alpha-numeric with the device name, make and model.

Police/Site Management Cooperation

193. Site management is encouraged to have an active and cooperative relationship with their neighbors and the Oxnard Police Department. To facilitate this effort these elements shall be established by the site management:
- a. Site management shall establish a dedicated email address for the site (ie: acmeapartments@acme.com). Once the email address has been established, site management shall send an email to specialprojects@oxnardpd.org identifying the site address, management company, phone number, dedicated email address, and, the person managing the site.
 - b. A sign posted so it readable from the public right of way and placed at or near the primary entrance which identifies the management company name, phone number and the dedicated email address.
 - c. Site management shall participate in crime prevention programs designed for multi-unit residential housing facilities.
 - d. The property owner shall inform the Oxnard Police Department changes in site management and/or the dedicated email address by sending an email to specialprojects@oxnardpd.org.
194. Any digital records from the security camera system or access control system shall be made available to any representative of the Oxnard Police Department in a timely manner upon request related to any official police investigation. If requested, the site manager shall upload or email any digital records at the request of a representative of the Oxnard Police Department.

Alarms

195. Any intrusion alarm system installed at the site shall utilize motion and infrared technology to differentiate between human and non-human motion. The alarm system shall be compliant with Oxnard City Code 11-95 through 11-100.

Landscape

196. Landscape elements shall be arranged to provide clear lines of sight and eliminate potential places of concealment.
197. Trees shall be maintained so that the canopies do not interfere with pedestrian or vehicular traffic and safe sightlines are maintained.
198. Block walls on the site, including trash enclosures, shall have landscape elements in place that dissuades the application of graffiti. Creeping fig or similar plantings are suggested.

Site Management

199. Developer/owner/site management shall inform residents via CC&Rs, HOA, or tenant rules, the provisions of Oxnard City Ordinance 7-100 through 7-106 as it applies to hosting loud parties or events. And, that should police respond to a disturbance multiple times, a service charge may be incurred up to \$500.
200. Developer/owner/site management will enroll project in and comply with the Oxnard Police Department "Crime Free Multi-Housing Program" as applicable to this housing development. For enrollment information, contact the Crime Prevention Officer at (805) 385-8349.
201. Parking stalls shall be enumerated. However, the stall numbers shall not correspond to the residential unit assigned the stall.
202. Graffiti shall be removed or painted over within 24-hours of application. Site management shall maintain a supply a paint to match the building's exterior color scheme.

Signage

203. All vehicular entrances to the parking area shall be posted in compliance with California Vehicle Code 22658(a). Persons in lawful possession of the property may then cause the removal of a vehicle parked on the property to the nearest public garage if parked without the owner's permission. (PD)

204. The property management firm responsible for managing the site shall post a minimum of two signs, each visible from the public right of way, identifying the management company's name, phone number and email address dedicated to the specific site.
205. A sign shall be posted at or near the primary entrance to the site that identifies the management company name, phone number and the email address dedicated to the site management office.
206. A sign shall be posted at each entrance to the site stating: "No loitering, trespassing or drinking alcoholic beverages. Pursuant to State Law & City Ordinance".
207. Signage shall be posted on the patio podium level stating:—Amplified music shall not be audible beyond the patio area.

Mailroom

208. Mail and parcel delivery shall be in an area controlled by the building's access control system. This area shall also be monitored by the site's security camera system. This area shall have these features:
 - a. A Knox Box shall be installed to provide access for USPS to the lobby/mailroom area. The developer shall contact the Oxnard Postmaster for specific requirements.
 - b. A secure mailbox shall be provided for each residential unit.
 - c. A secure system for receiving parcel deliveries shall be established and maintained.
 - d. Site management shall provide rules in resident agreements outlining the safe and secure management of parcel deliveries. These rules shall include, but are not limited to: management's role in mail and parcel delivery, size limitation for parcels, process for handling oversized parcels, and other mail and parcel related matters.
(PD/USPS)

PASSED, APPROVED, AND ADOPTED by the Community Development Director of the City of Oxnard on this 7th day of July, 2021.

Vyto Adomaitis
Community Development Director