COMMUNITY DEVELOPMENT DIRECTOR
STAFF REPORT

TO: Vyto Adomaitis, Community Development Director

FROM: Joe E. Pearson II, Principal Planner

DATE: June 27, 2022

SUBJECT: **Project Name: Aspire Apartments Project**; Planning and Zoning Permit Nos. 21-200-01 (Major Downtown Design Review Permit (DDRP), 21-535-01 (Density Bonus Permit), 21-310-01 (Lot Merger) to allow for the construction of a 5-story, 88-unit mixed-use apartment building, located at 536-538 Meta Street (APNs: 201-0-213-080; 090; & 100).

1) **Recommendation:** That the Community Development Director ("**Director**"):
   - **a)** Conduct a public hearing;
   - **b)** Find the Project to be Categorically Exempt from environmental review pursuant to Senate Bill 35 and Government Code Section 65913.4; and
   - **c)** Adopt Resolution 21-200-01, 21-535-01, & 21-310-01 approving Planning and Zoning Permit No. 21-200-01 (Major Downtown Design Review Permit (DDRP), 21-535-01 (Density Bonus Permit), 21-310-01 (Lot Merger), subject to certain findings and conditions.

2) **Project Description and Applicant:** A request for a Major Downtown Design Review (DDR) Permit to authorize demolition of an existing 2,700 square foot commercial building and allow for the construction a 97,517 square foot 5-story mixed use affordable housing apartment building with 88 residential units, 53 parking spaces, 2,781 sf total including lobby, laundry, & 1,768 s.f.common space with offices, restroom, & kitchenette, a 5,185 square-foot private open space courtyard, and a 5,606 square foot public open space (Paseo) on a 0.77-acre project site within the Downtown General (DT-G) zoning district. Proposed development includes commercial space, and parking for the residences on the ground level, with an additional 4 levels of residential units (for a 5 story building). The proposed building is designed with 56 one-bedroom units and 32 two-bedroom units. All of the units open to the interior courtyard with seating and green space located in the middle of the second floor. Proposed development includes commercial space, and parking for the residential and commercial on the ground level, with an additional 4 levels of residential units (for a 5 story building).

   The application also includes a ministerial request for a Density Bonus to allow for four concessions pursuant to State Density Bonus Law and OCC Section 16-410L, and subject to the approval of the Planning Commission. The four concessions as follows:

(1) Reduction of the required residential parking from 88 spaces to 53 residential spaces and reduction of the required commercial spaces from three (3) spaces to zero (0) spaces.
(2) Reduction of the side yard ground floor setback from 5 feet to zero feet.
(3) Reduction of the rear upper story setback for residential buildings from ten feet to zero feet.
(4) Reduction of the front yard setback for surface parking from 30 feet to 25 feet.

As a result of the requested concessions the project will be 100 percent affordable. The applicant is proposing a 100 percent affordable housing project with all units, except for the managers unit, incompliance with the Density Bonus and inclusionary ordinance requirements.

The Lot Merger would merge the proposed building parcels, including the park (paseo) parcel (unless an alternative agreement is approved per the conditions of approval. The Project is located at 536-538 Meta Street (APN: 201-0-213-080; 090; & 100) 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 Luis Hernandez, of Many Mansions ("**Applicant**"), 1259 East Thousand Oaks Boulevard, Thousand Oaks, CA 91362.

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

3) **Existing & Surrounding Land Uses:** The Project site is currently developed with a vacant commercial building. The Project site is located on the northwest corner of West 2nd Street and South A 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 (DT)	Downtown General (DT-G)	Vacant Building/Parking lot
North	Downtown (DT)	Downtown Core (DT-C)	Commercial/retail
South	Downtown (DT)	Downtown General (DT-G)	Vacant/Single Family Residence/Vacant (approved site for Central Terrace Apartments

			PZ20-200-06)
East	Central Industrial Area (CIA)	Heavy Manufacturing (M-2)	Industrial/Railroad
West	Downtown (DT)	Downtown General (DT-G)	Residential Development

4) Background Information:

a) The original building was constructed in 1958. On April 29, 1969, building permits were granted for the construction of a 1,700 square foot addition of a storage building. The site has remained in this configuration since.

b) 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.

c) <u>Downtown Design Review Committee (DDRC)</u>
The Project was reviewed by the Downtown Design Review Committee on February 24, 2022. The DDRC issued the following review comment suggestions:

1. The Project design is a nice building and a much needed project.
2. The Project should consider changes to the color and materials to further differentiate it from the Central Terrace Project.
3. The project should incorporate a massing break along the frontage. This could include a change to the railing of the walkways to remove the solid walls and change to the colors to create a contrast for the tower element on Meta Street.
4. The windows should not be divided light windows. Project should incorporate single or double hung windows.
5. Instead of the vinyl window, the project should use composite, aluminum clad, or aluminum thermally broken window system for the residential units
6. Split face block is not supported at the base. CMU would be acceptable at the base.
7. Study use of elastomeric coating. Material can potentially trap water and cause building issues.
8. Paseo should be designed to create better access to adjacent development.
9. Paseo should be designed more as a stopping place as opposed to throughway. Reinforce the stopping points along the trail.
10. The project landscaping should introduce regional natives into the plant palette.
11. Reconsider the colors of the ASPIRE design feature along the project frontage.

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The applicant has addressed many of these comments by incorporating the changes into the updated project plans. The Project plans will be evaluated by staff as part of the plan check review process for compliance with the construction related details.

d) <u>SB 35 Summary</u>
SB 35 projects are required to meet development eligibility criteria set forth in the senate bill that includes housing type requirements, site requirements, affordability provision, and labor provision requirements. City Staff has determined that the project qualifies as a Streamlined Infill Project that satisfies all of the objective planning standards and is therefore subject to the streamlined ministerial approval process provided by SB 35 (Government Code Sections 65913.4(b) and (c)).

California Senate Bill 35 became effective on January 1, 2018 as part of a 15-bill housing package aimed at addressing the State's housing shortage and high housing costs. The intent of SB 35 is to provide reforms and incentives to facilitate and expedite the construction of affordable housing. The State Department of Housing and Community Development ("HCD") issued the Streamlined Ministerial Approval Process Guidelines dated November 29, 2018 to provide additional guidance on procedures and implementation of SB 35 (SB 35 Guidelines). The law adds Section 65913.4 to the Government Code requiring those Cities not meeting their State-mandated Regional Housing Need Allocation ("RHNA") goals in certain categories to streamline the approval of qualified housing projects through a ministerial approval process, removing the requirement for CEQA analysis and altering parking requirements. This is the first project in the City of Oxnard invoking SB 35 which remains in effect until January 1, 2026.
SB 35 projects are required to meet development eligibility criteria set forth in the senate bill that includes housing type requirements, site requirements, affordability provision, and labor provision requirements. City Staff has determined that the project qualifies as a Streamlined Infill Project that satisfies all of the objective planning standards and is therefore subject to the streamlined ministerial approval process provided by SB 35 (Government Code Sections 65913.4(b) and (c)).

Pursuant to SB 35, a local government must streamline the approval of a Streamlined Infill Project only based on objective zoning and design review standards and the locality's process and application requirements shall not in any way inhibit, chill or preclude the ministerial approval process. When determining consistency with objective zoning and design review standards, the local government can only use those standards that meet the following definition set forth in SB 35:

> *"standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official prior to submittal. These standards may be embodied in alternative objective land use specifications adopted by a city or county, and may*

> *include, but are not limited to, housing overlay zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances"*

Pursuant to SB 35, the project qualifies as a Streamlined Infill Project ("SIP") that satisfies all of the objective planning standards of California Government Code Section 65913.4(a)(1)-(a)(10), the applicant certifies that they will comply with all wage requirements defined in Government Code Section 65913.4(a)(8), and is therefore subject to the streamlined, ministerial approval process provided by Government Code Section 65913.4(b). In accordance with Government Code Section 65913.4(c), the Community Development Director may conduct public oversight of the development within ninety (90) days of submittal of the development to the local government, which shall be objective and be strictly focused on assessing compliance with criteria required for streamlined projects, as well as any reasonable objective design standards published and adopted by ordinance or resolution by a local jurisdiction before submission of a development application.

The Project includes applicant requests for a Density Bonus and Lot Merger entitlement that is subject to review and approval by the Community Development Director. While SB 35 requires a ministerial process for Streamlined Infill Projects, SB 35 (Government Code Section 65913.4(c)) allows public oversight to be conducted by a local government's Community Development Director for the Density Bonus application.

5) **Environmental Determination** Pursuant to Senate Bill 35, Government Code Section 65913.4 and Public Resources Code Section 21080(b)(1), Streamlined Infill Projects are statutorily exempt from the California Environmental Quality Act (CEQA) as a ministerial project. Development Projects satisfying all of the objective planning standards of Government Code Section 65913.4(a) are subject to the streamlined, ministerial approval process provided by Government Code Section 65913.4(b) and (c).

The proposed Streamlined Infill Project development satisfies the objective planning standards set forth in SB 35 (Government Code Section 65913.4(a)) and the Oxnard City Code, including the Downtown General Zone (OCC §16-147). The proposed project is therefore a ministerial project that is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080(b)(1).

As a matter of additional disclosure, staff determined that the Project site, as conditioned, will be adequately served by all required utilities and public services. The Project site has no value as habitat for endangered, rare or threatened species. Additionally, this Project will not result in any significant effects relating to traffic, noise, air quality, or water quality. 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 approval of a Major Downtown Design Review permit by the Community Development Director.

b) ***General Plan Consistency:*** The City's 2030 General Plan land use designation for the subject site is Downtown (DT) 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 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. The Lot Merger application is an administrative action and, as a condition of approval, a certificate of approval will be required to be recorded prior to issuance of building permits.

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 objectives.	Project is a mixed-use in-fill development that will assist in the revitalization of the Downtown area.
CD-19.5	**I**	**Attract Downtown Investment** Encourage investors to purchase downtown property and help property owners lease space.	Project includes 88 residential units and ground floor space that could be offered for lease.
CD-1.7	**I**	**Compact Development** Promote the use of development patterns that are more compactly built	Project is designed as a podium style building for efficient use of

		and use space in an efficient aesthetic manner as part of the community vision.	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 **ICS-8.5**	**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. **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.	The Project is conditioned to make improvements to the adjacent alleyway. The Project will also provide sidewalk improvements and the installation of bike racks 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 -low 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 Downton Code, the proposed development is located in the 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 88 residential units and 2,781 square feet total of lobby and laundry

& 1,768 square feet of common space with offices, restroom, & kitchenette. Thus, the remaining maximum development potential in the Downtown area is as follows:

Remaining Maximum Development Potential

Residential	557 Units[1]
Non-Residential	1,139,191 Gross Square-Feet[2]

d) ***Density Bonus:*** As noted in the Project Description above, the proposed Project includes an administrative request for concession and incentives pursuant to Section 65915(d) of the Government Code and Oxnard City Code (OCC) Section 16-410-L. Under the Government Code and OCC, if a development provides one hundred percent of all units in the development, including total units and density bonus units, but exclusive of a manager's unit or units, are for lower income households, as defined by Section 50079.5 of the Health and Safety Code, except that up to 20 percent of the units in the development, including total units and density bonus units, may be for moderate-income households, as defined in Section 50053 of the Health and Safety Code, then, the developer is eligible for up to four concessions or incentives. As proposed, the residential units will be designated as 100% affordable housing, which pursuant to Government Code Section 65915(d)(2)((D), would make the project eligible for up to four (4) concessions or incentives. On site services will be provided by the operator to assist residents in a variety of ways. As conditioned, and in-compliance with state law the project shall provide 100 percent of the units as affordable housing and shall be granted four (4) concessions or incentives.

Pursuant to the State Density Bonus Law, the City must grant up to four (4) concessions for this 100% affordable project per Government Code Section 65915. However, the applicant requests four (4) concessions and provides justifications:

1. Concession: reduction in parking spaces from 91 to 53: a reduction of 38 spaces results in a savings of $460,000 in parking fees.
2. Concession: reduced upper story setback: moving the stair and walkway out of the setback would result in the loss of 4 residential units. This will impact the City's RHNA numbers and the ability for both the City and Many Mansions to provide services to the most families.
3. Concession: reduced side yard setback: the ability to maintain parking and a storage enclosure in this area is required to meet the needs of the Project. The Project will not

[1] 2,284 units (Build-out) less: Existing 1,094 units; Proposed 88 units (PZ 21-200-01); Approved 449 units; and Constructed 0 units.
[2] 3,025,370 square feet (Build-out) less: Existing 1,853,600; Proposed 4,549 square feet (PZ 20-200-09); Approved 28,030 square feet; and Constructed 0 square feet.

go forward without this concession.

4. Concession: reduced front yard setback: the ability to locate parking in this area is necessary to allow for sufficient parking and storage space.

e) ***Site Design:*** The proposed mixed use apartment and commercial / office building is designed as a podium building. The ground floor is lined with commercial / office space on the front (facing Meta Street). The ground floor includes a parking area behind the commercial / office spaces which are completely screened from the street frontage. The top four floors include residential units. The middle of the second floor includes an outdoor common area with seating areas that are available for the enjoyment of all the residents. The floor plan is designed to include an open area in the middle to allow sunlight down to the second floor common area (Attachment B). In compliance with the downtown code along the south side of the building, will be a Paseo (park) which will be a publicly accessible open space.

f) ***Circulation and Parking:*** The proposed apartment building includes frontage on, and pedestrian access from, Meta Street. The side of the building faces the adjacent alleyway. Vehicular access to the parking garage is provided from the rear alleyway, consistent with the Downtown Code. The ground floor vehicle access includes two vehicle drive aisles which allow access to a total of 45 vehicle parking spaces within the parking garage and 8 spaces along the northern alley. As a result, the Project is providing 53 required parking spaces. Pursuant to the Downtown Code, the proposed development must include a minimum of 0.5 spaces for each residential unit on-site, and must include payment of an in-lieu fee for a minimum of 50% of the required commercial parking and payment of an in-lieu fee for 0.5 to 0.99 spaces provided for each residential unit. The project includes a total of 53 spaces that count toward the required parking. As noted, in the project description the applicant is requesting a Density Bonus concession. If granted the concession would allow the applicant to eliminate the parking requirements for the project, however the applicant is providing approximately 0.6 spaces per unit. The proposed project is subject to a condition of approval that requires a Parking Management Plan to designate residential and non-residential parking spaces, and provide for the allocation of the residential spaces to residents. (Attachment E).

g) ***Building Design:*** The proposed project includes the construction of a 5-story mixed use apartment and commercial / office building that has frontage on Meta 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). The first floor is designed for commercial / office space (including the residential lobby) and parking while the top four floors are designed for residential units. The ground floor is designed with commercial / office space along the front (facing Meta Street). The parking garage area is located on the ground floor behind the commercial / office space; an additional eight spaces are provided along the northern alley.

The commercial / office spaces are designed with Shopfront frontages. The Shopfronts feature full length windows. The first floor features a CMU stone facade and the top four floors feature a smooth stucco facade. The residential floors feature vertically proportioned windows that are aligned over the ground floor Shopfront. The building is designed as a flat roof structure.

The building features projections in the form of an awning over the entrance, window sills, balconies that simply project from the facade, and identification features will have the name of the development "ASPIRE" vertically integrated into the two elements on the western and southern facades. The features help to break up the massing of the towers. Additionally, on the north and south sides of the building, where there are large blank walks the project will incorporate murals. The entrance to the building is emphasized with a recessed Common Entry located generally in the center of the frontage. The Common Entry will serve as the entrance to both the residential units and commercial space. The vehicle entrance to the building is located off the alleyway, where two gated drive aisles lead directly into the parking area.

The ground floor spaces along the ground floor consist of 2,781 square feet intended to be used as the lobby and laundry space. An additional 1,768 square feet is intended to be used as common space with offices, restroom, & kitchenette to support the residents. The residential units are designed as either 464 square-foot 1-bedroom and 1-bathroom units (56 units) or 776 square-foot 2-bedroom and 1-bathroom units (32 units). Along the southern property line the residential units will open up to the south, to allow the units to overlook the public open space. The other units will open up to the interior courtyard open space.

h) ***Landscaping and Open Space:*** The Project site includes landscaping in the parkway along the front (facing Meta Street) and the second for common deck space. The parkway on the front includes three new street trees that will provide canopy and shading to be consistent with the Downtown Code.

Pursuant to the Downtown Code, the Project includes private and public open space. The second floor of the building includes a common area that will be landscaped with crepe myrtle trees, and small shrubs. The common area includes bench seating, tables, bike parking, and decorative hardscape. To the south of the building the Project will provide a 5,606 square foot public paseo (park), in compliance with the Downtown code.

7) Development Advisory Committee: The Project was last reviewed by the Development Advisory Committee (DAC) on February 9, 2022 DAC meeting. Since this meeting, the applicant team has revised their project and coordinated with individual DAC members. Conditions of approval from DAC are included in the attached Resolution.

8) Community Workshop and Public Input: The project site is located within the Five Points

Northeast Neighborhood. On February 14, 2022, the Project was presented to the public during a Community Workshop meeting. The meeting was attended by two members of the public to provide comments regarding the Project. The primary concern identified at the Community Workshop was the availability of parking. As discussed above, the proposed parking is consistent with the Downtown Code parking requirements. Other than those concerns, the comments were generally supportive of the Project and indicated that the proposed Project and park is a major improvement to the Downtown area.

Consistent with public noticing requirements, the Community 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 inquiries 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. Downtown Design Review Resolution

Aerial Map

CITY OF OXNARD CALIFORNIA

Oxnard Planning

June 16, 2022

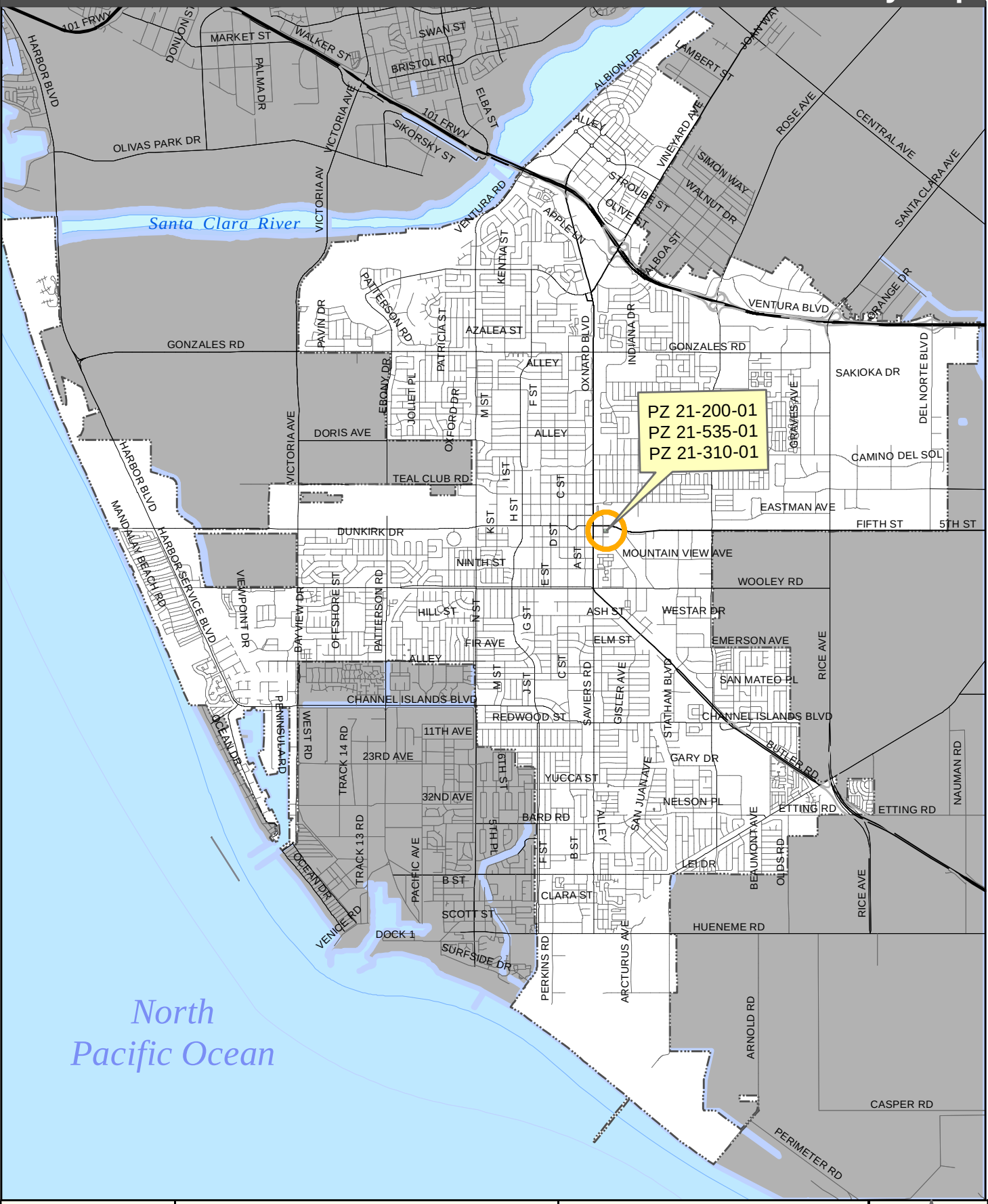
PZ 21-200-01, 21-535-01, 21-310-01
Location: 536 Meta St
APN: 2010213080, 2010213090, 2010213100
Aspire Apts

Feet
0 12.5 25 50 75 100

Aerial Map

N W E S

Vicinity Map



CITY OF OXNARD CALIFORNIA

Oxnard Planning

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PZ 21-200-01, 21-535-01, 21-310-01
Location: 536 Meta St
APN: 2010213080, 2010213090, 2010213100
Aspire Apts

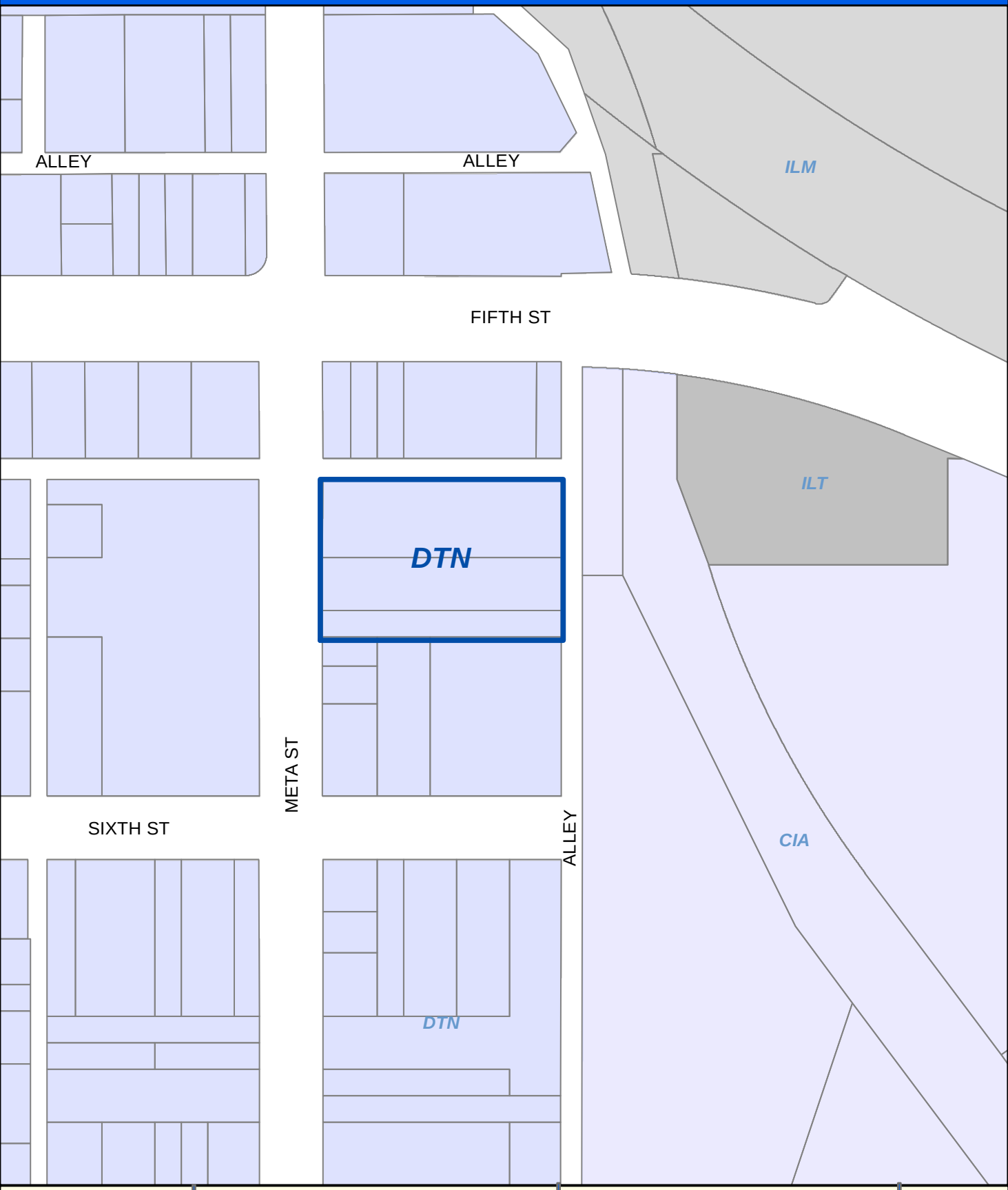
Vicinity Map

0 0.5 1 1.5 2 Miles

N

1:70,000

2030 General Plan Land Use Map



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PZ 21-200-01, 21-535-01, 21-310-01
Location: 536 Meta St
APN: 2010213080, 2010213090, 2010213100
Aspire Apts

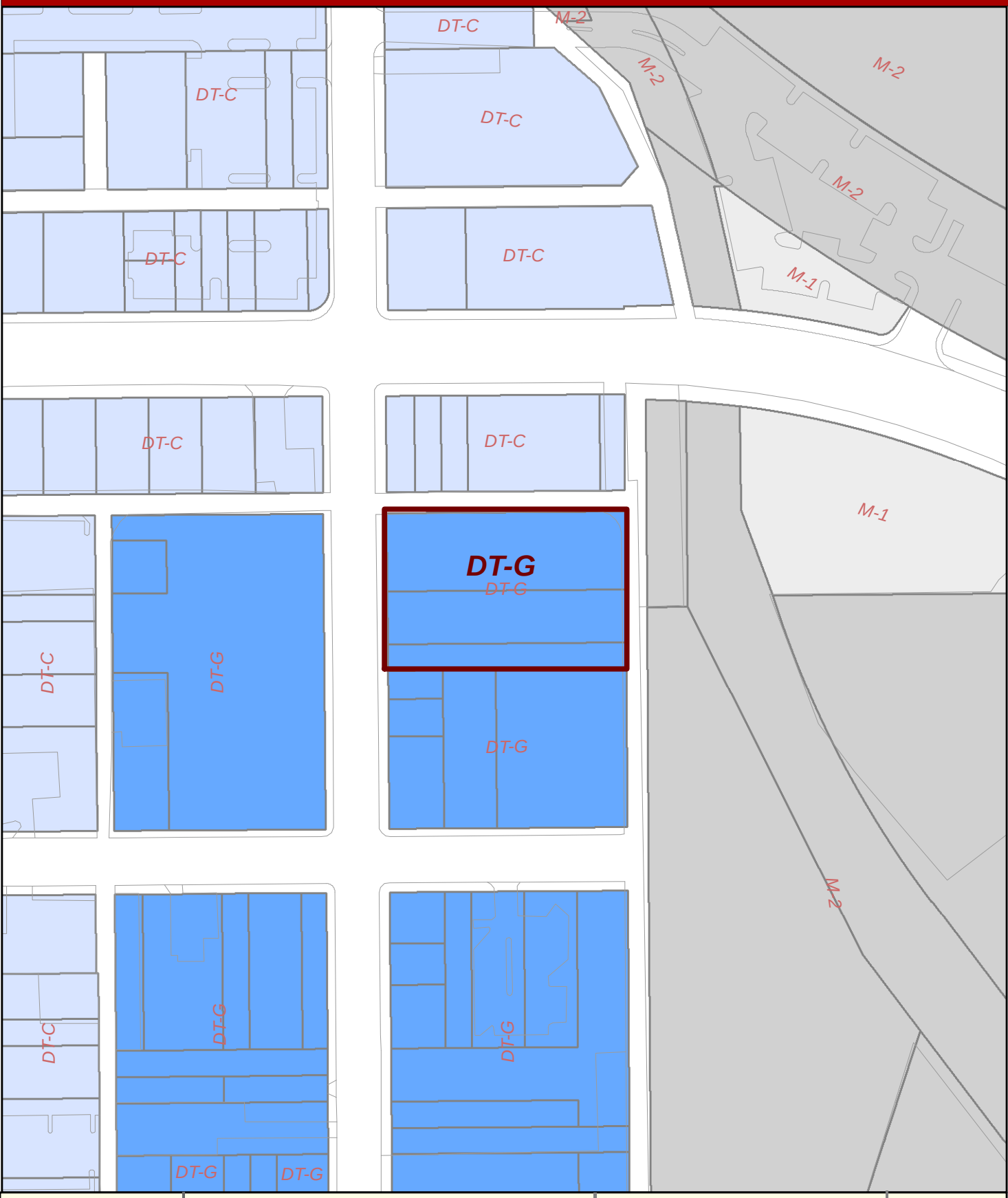
Feet
0 50 100 200

2030 General Plan Land Use Map

N W E S

1:1,500

Zoning/Specific Plan Map



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PZ 21-200-01, 21-535-01, 21-310-01
Location: 536 Meta St
APN: 2010213080, 2010213090, 2010213100
Aspire Apts

0 25 50 100 150 200 Feet

Zoning/Specific Plan Map

N W E S

1:1,500

MANY MANSIONS Aspire Apartments
OXNARD DOWNTOWN CODE Consistency 220307

residential units 88 services s.f. 1768

Code Section	Description	Required Commercial	Required Residential	Provided Commercial	Provided Residential	Compliance?	AH Concession
16-147.4	Downtown General (DT-G) Zone						
C.1							
C.1.c	Building Setbacks						
Fig 16-147.4.E	Ground floor						
1	Primary Street (5th)	0' or 10'	10 to 15'	0'		yes	
2	Side Street (na)	0' or 10'	10 to 15'	0'		na	
3	Side Yard (north and south)	0'	7'	0'	10' min	yes	
4	Rear with Alley (east)	5'	5'	5'	5'	yes	
	Façade at build-to line	70%	70%	80%	na	yes	
	Roof Deck setback from	0	0	na	na	na	
	Upper floor sideyard setback		10'		10'	yes for units	concession #3
C.1.d	Ground floor height	12'		14'2		yes	
C.1.e	Building Height						
Fig 16-147.4.C							
1	Highest top plate	81'	102'		55'4	yes	
2	Top of parapet	85'	106'		59'4	yes	
4	Ground floor above grade	0	1.5'	0		yes	
5	Ground story height	12'		14'2		yes	
C.1.f							
Fig 16-147.4.D							
6	Ground story depth	18'		30'		yes	
7	Primary mass width or depth	80'		60'		yes	
8	Secondary mass width or	20'		20'		yes	
C.1.g	Architectural style (16-157)	art deco	art deco	art deco	art deco	yes	
C.2	Visitor/pedestrian access						
C.2a	Building access	50'		45'		yes	
C.2.b	Upper floor access		courtyard, paseo or lobby		lobby	yes	
C.2.c	Side street facade	materials consistent	materials consistent	materials consistent	materials consistent	yes	
C.3	Private frontages (16-150)						
	Common entry allowed			shopfront	common entry	yes	
C.4	Signage (16-154)					tbd	
C.5	Private open space (16-152)		roof deck allowable		roof deck on podium	yes	
	size 10% of 28031 s.f. lot area, 15' min dimension		2803 s.f.		5185 s.f.	yes	
C.5	Uses (16-148)		dwelling, multifamily		dwelling, multifamily	yes	
C.7	Vehicle access and parking (16-151)	commercial street frontage		commercial street frontage		yes	
Fig 16-147.4.E	Parking placement						
1	Primary Street	18'		30'		yes in podium	concession #4
2	Side Street within 75'	30'		na		na	
3	Side Street over 75'	5'		na		na	
4	Side yard	5', 0 in podium		0'		yes in podium	concession #2
5	Rear	5'		5		yes	
C	Required parking						
	Commercial: 1/1000 s.f.	2		1		yes	concession #1
	Residential multifamily: .5/unit		44		44	yes	concession #1
	Loading	na (alley)				na	
	Motorcycle (16-638)	na		na		na	
16-149	Parking Areas and Facilities						
16-149.B							
2.a.i	Vehicular access in alley		alley well defined		alley lobby	yes	
	Pedestrian access					yes	
16-150	Private Frontage						
16-150.A							
1	windows	windows access		storefront		yes	
2	Pedestrian access			storefront access		yes	
3	build to line	build to line		build to line		yes	
16-150.G	Common entry (residential)						
A1	Awning height		10'		na	na	
A2	Awning depth		4'		na	na	
B	Entry Depth		8'		10'	yes	
C	Area of space		150 s.f.		200 s.f.	yes	
D	Glass area		70%		90%	yes	
16-150.H	Shopfront (commercial)						
A1	Height	12'		12'		yes	
A2	Height to bottom of awning	8'		na		na	
B	Width of shopfront bay	10		14'		yes	
C	height of shopfront base	6"		2'8		yes	
D	Glass of ground floor wall	70%		71%		yes	
E	Shopfront width on 2nd frontage	20'		20'		na	
F	Awning depth	5'				na	
16-153	Public Open Space						
	7% of lot area, 28,031	1962		5606		yes	
16-156	Architectural Guidelines						
16-156.A	Design Guidelines						
a	consistent design character	elements consistent on visible frontages				yes	
b	simple materials	metal and				yes	
c	materials consistent with style	new traditional style				yes	
d	synthetic building materials	na				na	
e	pedestrian scale projections	awnings, light fixtures, base materials				yes	
f	entry coverings	awnings and shade structures				yes	
g	projecting balconies	projecting balconies				yes	
h	steel on contemporary balconies	steel balconies				yes	
i	bay windows	na				na	
j	glazing clear glass	energy compliant clear glass				yes	

Aspire Apartments

536 Meta Street
Oxnard, California

owner:
Many Mansions
contact: Luis Hernandez 805.496.4948

site information:
APN: 201-0-213-090
site: 28,031 square feet /.64 acre
paseo adjacent: 5,605 square feet
Zoning: ODC DT-G Downtown General

building information:
97,517 total sf
4 stories of affordable apartments over podium w/ elevator

ground floor: 2,781 sf total including lobby, laundry, & 1768 s.f.common space with offices, restroom, & kitchenette
parking: 45 podium stalls, including 2 ADA
8 alley accessed public stalls
floor 2-5: 56 - 464 sf one bedroom units
32 - 776 sf two bedroom units
88 total dwelling units

Consultants
architecture:
DiCecco Architecture Inc.
887 Patriot Drive, Suite C
Moorpark, CA 93021
805.552.0088
contact: Mark Di Cecco AIA

civil engineering:
Encompass Consulting Group
533 N. Lantana Street, Suite 130
Camarillo, CA 93010
805.322.4443
contact: Tristan J. Santos, PE

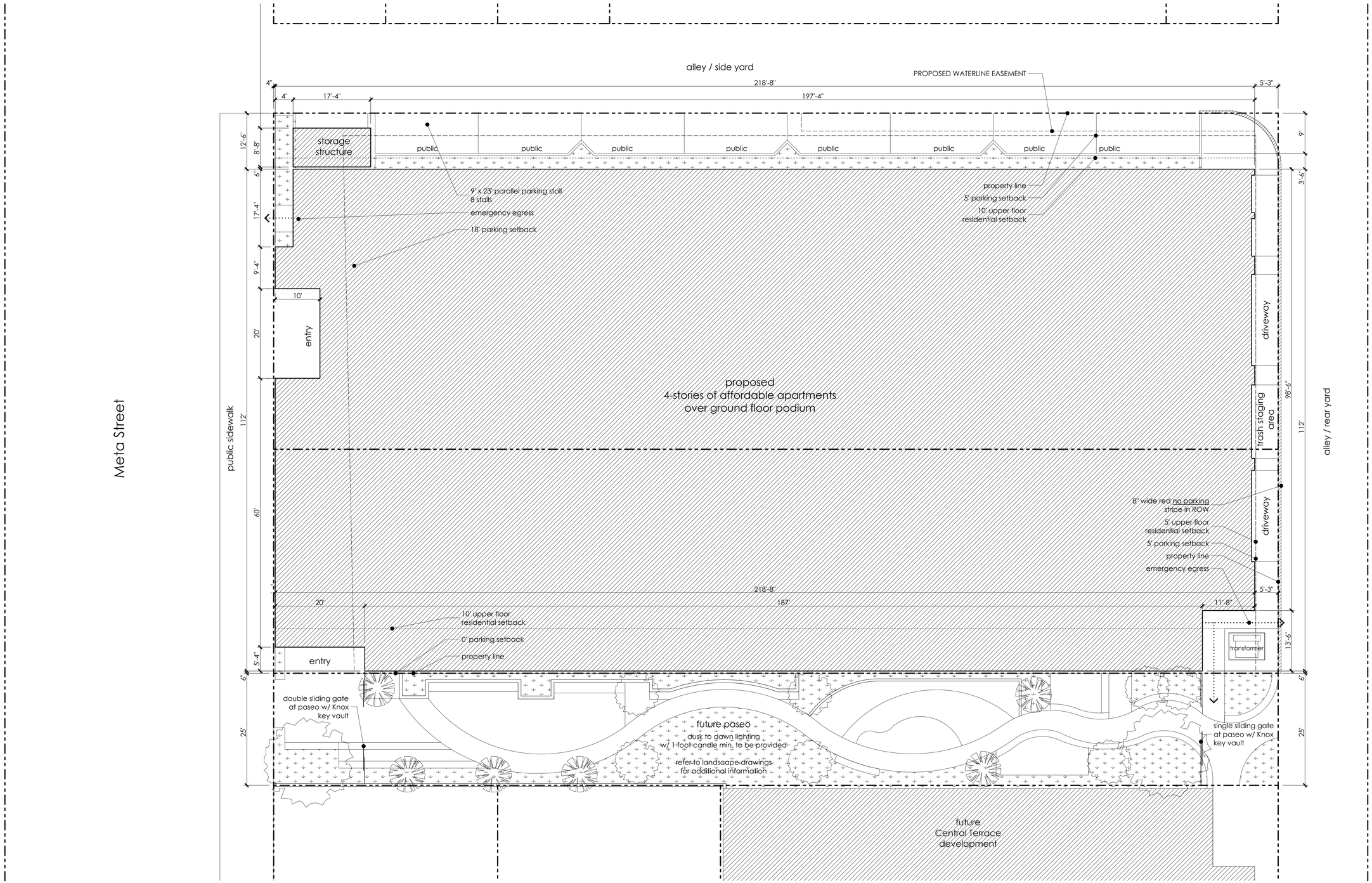
landscape architecture:
LA Group Design Works
24103 Ventura Blvd., Suite 201
Calabasas, CA 91302
818.251.9718
contact: Monica D'Angelo-Tomei

Sheet Index
architecture:

EA.1	Cover
EA.2	Site Plan
EA.3	Ground Floor
EA.4	Second Floor
EA.5	Third - Fifth Floor
EA.6	Roof Plan
EA.7	Unit Plans
EA.8	Elevations
EA.9	Elevations
EA.10	Rendered Elevations
EA.11	Rendered Elevations
EA.12	Northwest View
EA.13	Southwest View
EA.14	Massing
EA.15	Massing
EA.16	Elevation views
EA.17	Elevation views
EA.18	Project Evolution
EA.19	Materials

civil engineering:
1. Civil Exhibit – Ground Level
2. Civil Exhibit – Ground Level
3. Civil Exhibit – Utilities
4. Civil Exhibit – Fire Hydrant Exhibit
5. Waste Collection Turning Exhibit

landscape architecture:
L-1 Conceptual Landscape Plan – Ground Level
L-2 Conceptual Landscape Plan – Podium Level
L-3 Conceptual Landscape Images



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www.diceccoarch.com
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Aspire Apartments

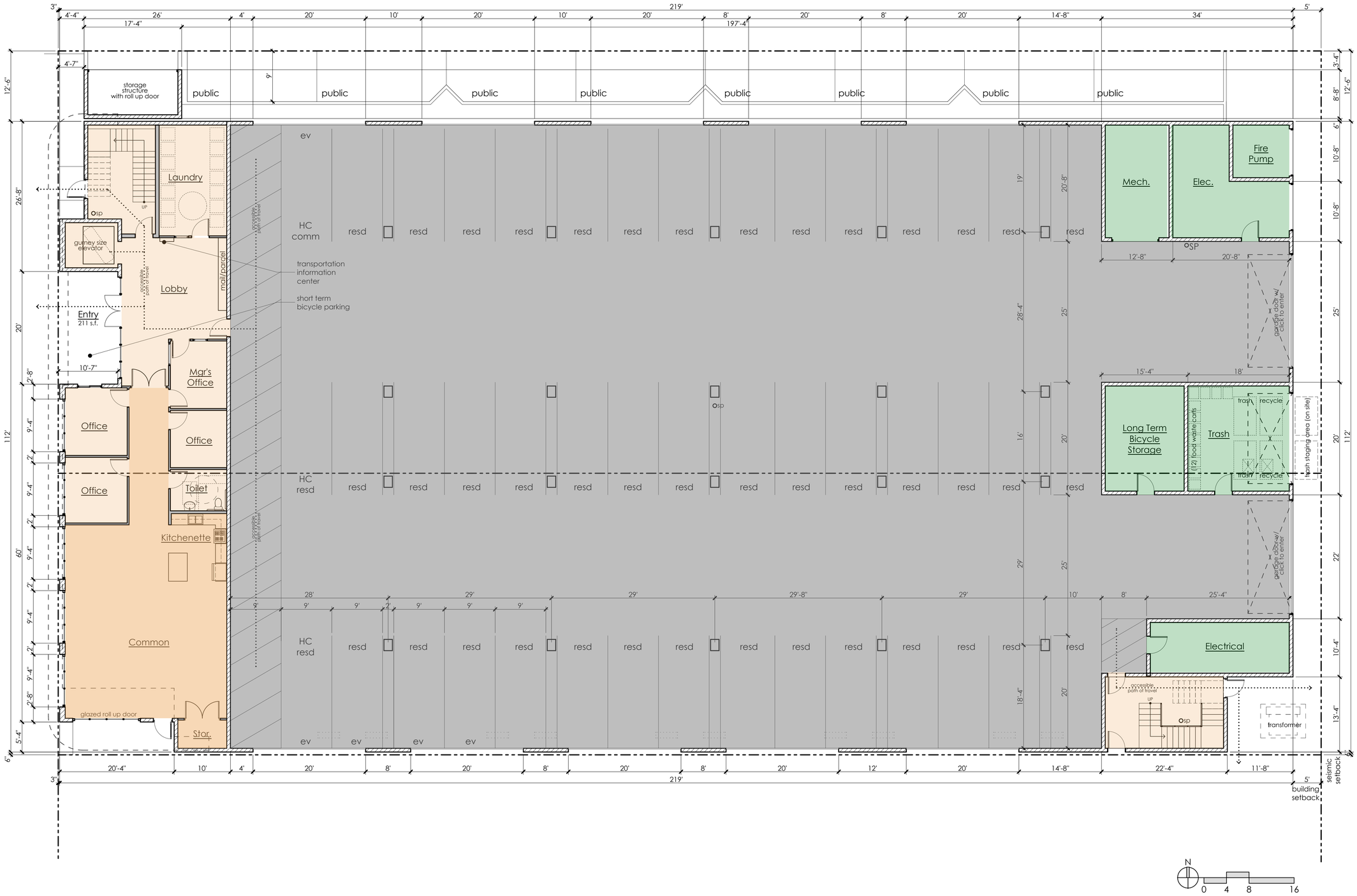
536 Meta Street, Oxnard, CA

Many Mansions

6/20/22

Site Plan

EA.2



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Ground Floor

6/20/22

EA.3

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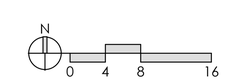
Second Floor

6/20/22

EA.4



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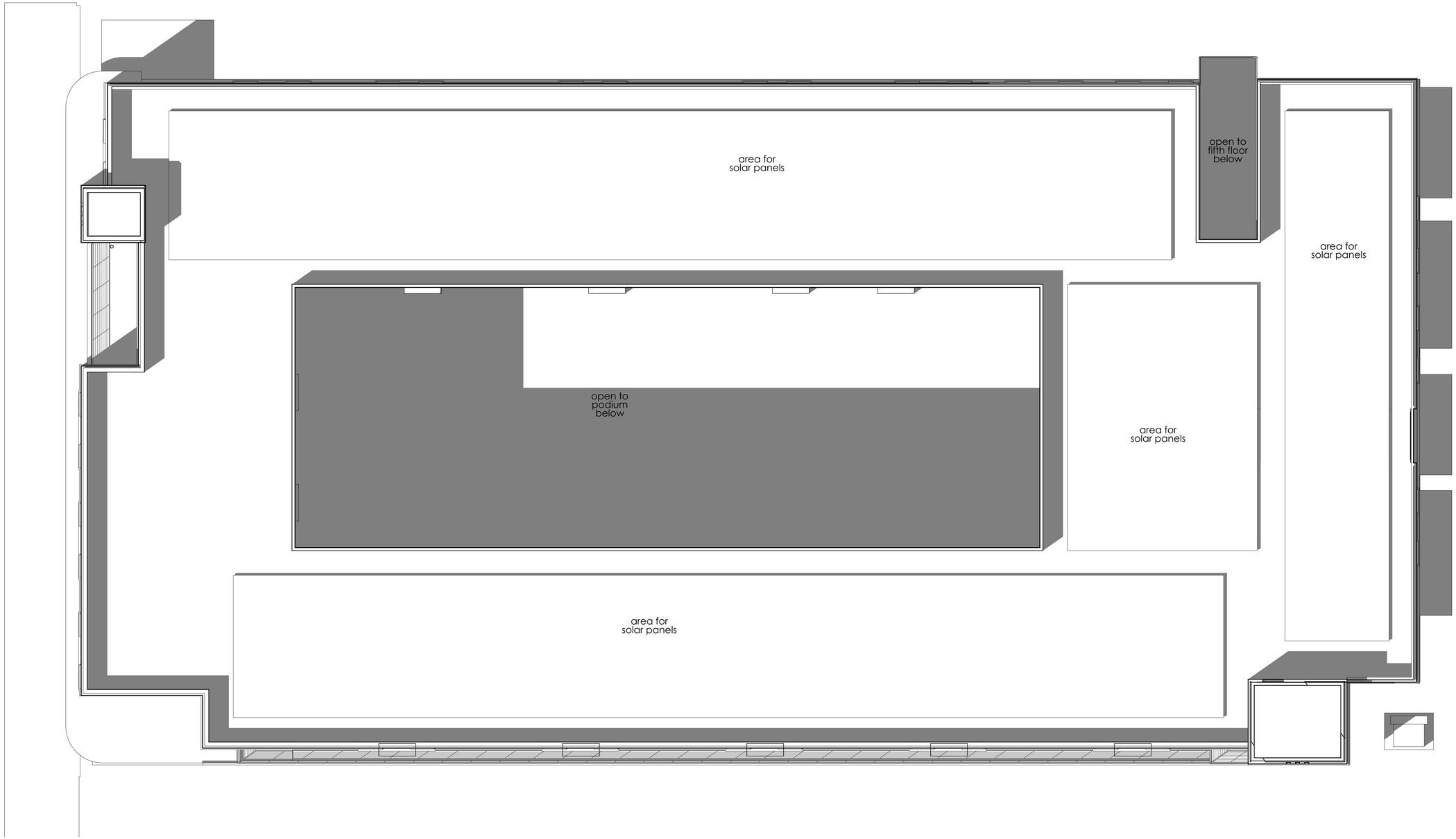
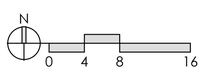
Many Mansions

Third - Fifth Floor

6/20/22

EA.5





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Aspire Apartments

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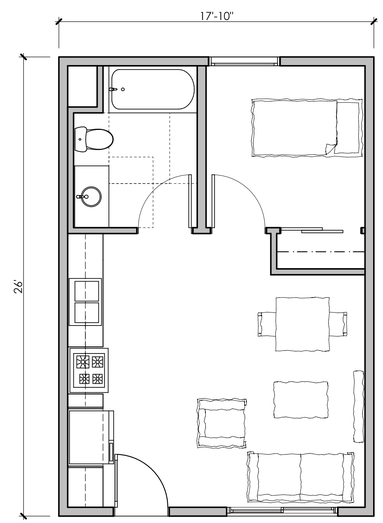
Many Mansions

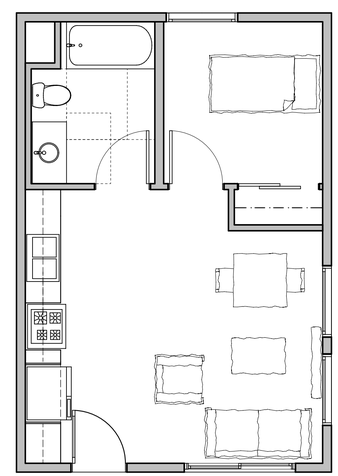
Roof Plan

6/20/22

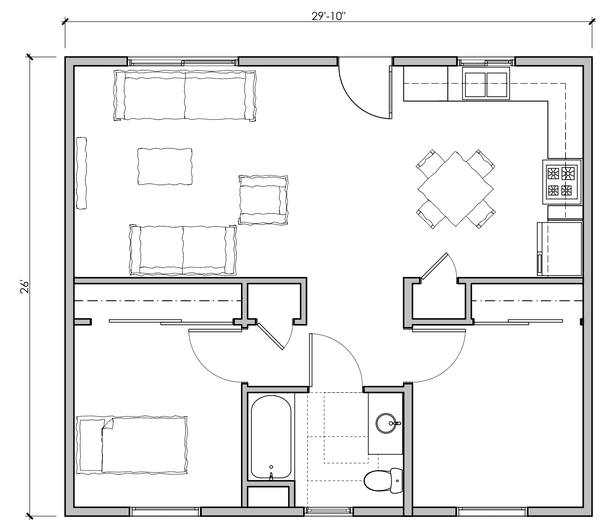
EA.6



Unit A_464 sq. ft.



Unit B_464 sq. ft.



Unit C_776 sq. ft.

0 2 4 8

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Aspire Apartments

536 Meta Street, Oxnard, CA

Many Mansions

Unit Plans

6/20/22

EA.7

West Elevation

North Elevation

0 4 8 16

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Aspire Apartments

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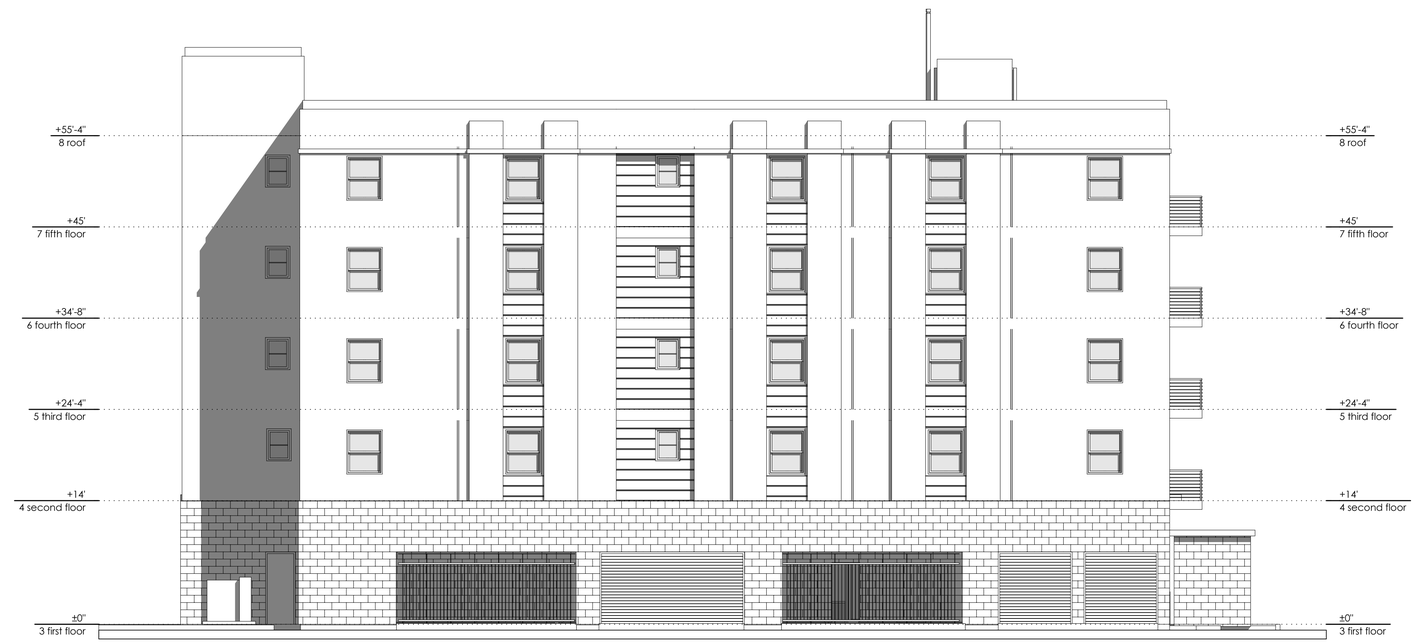
Many Mansions

Elevations

6/20/22

EA.8



East Elevation

South Elevation

0 4 8 16

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Aspire Apartments

536 Meta Street, Oxnard, CA

Many Mansions

Elevations

6/20/22

EA.9

West Elevation

North Elevation

0 4 8 16

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536 Meta Street, Oxnard, CA

Many Mansions

Rendered Elevations

6/20/22

EA.10

East Elevation

South Elevation

0 4 8 16

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Aspire Apartments

536 Meta Street, Oxnard, CA

Many Mansions

Rendered Elevations

6/20/22

EA.11

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Aspire Apartments

536 Meta Street, Oxnard, CA

Many Mansions

Northwest View

6/20/22

EA.12

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Aspire Apartments

536 Meta Street, Oxnard, CA

Many Mansions

Southwest View

6/20/22

EA.13

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Aspire Apartments

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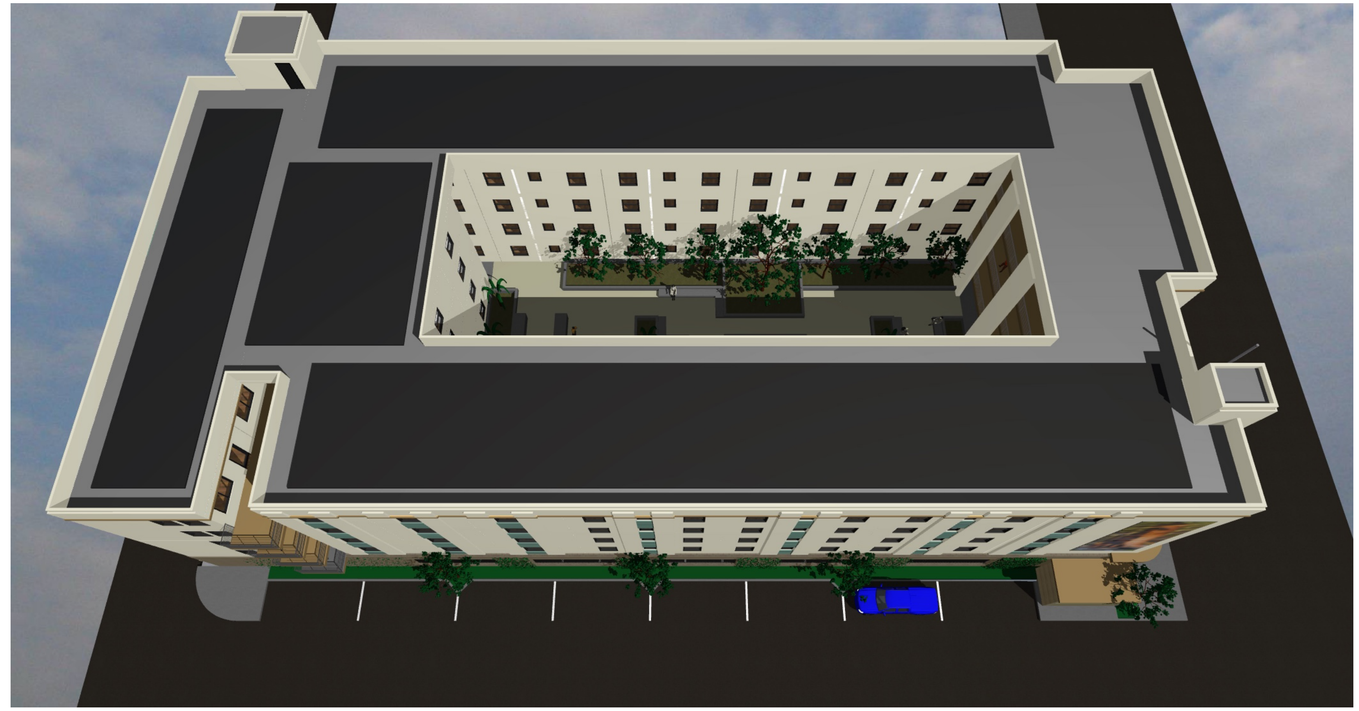
6/20/22

Massing

EA.14



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Aspire Apartments

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6/20/22

Massing

EA.15

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Aspire Apartments

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Elevation Views

6/20/22

EA.16

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Aspire Apartments

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Elevation Views

6/20/22

EA.17

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Aspire Apartments

536 Meta Street, Oxnard, CA

Many Mansions

Project evolution

6/20/22

EA.18

stucco body
Omega Colortek
434 Vanilla Cream

stucco accent color
Dunn Edwards
DE5712 Stately Stems

accent trim
Dunn Edwards
DE5370 Bread Crust

windows
Milgard Styleline
bronze

storefront/panels
US aluminimum
PPG black

storefront glazing
sealed clear units
meet T24 requirements

parking screens
Dunn Edwards
DE 187 Black

cmu podium wall
Angelus Block
Sandstone Precision

podium watertable
Angelus Block
Sandstone precision
burnished

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Aspire Apartments

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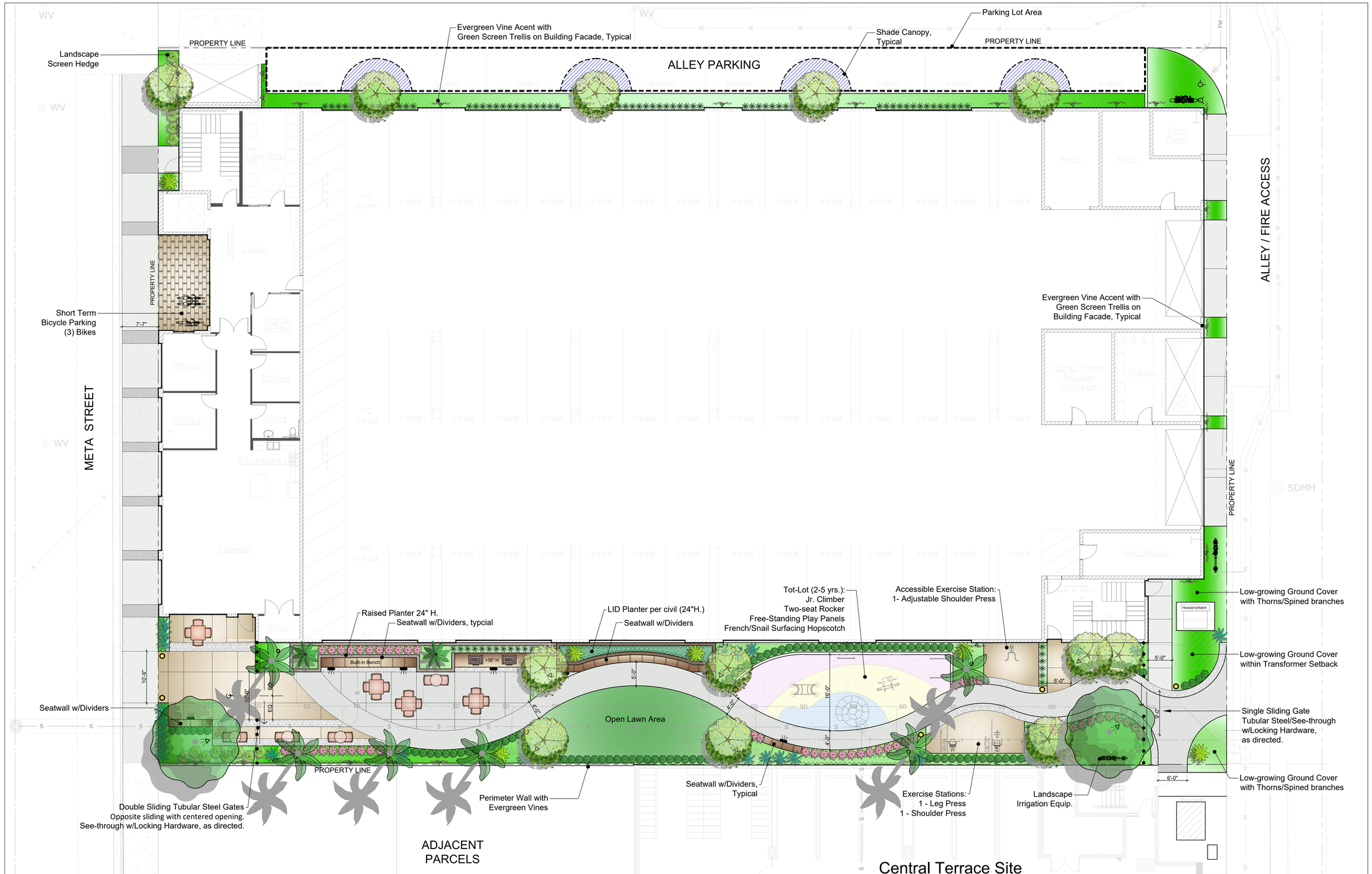
Many Mansions

6/20/22

Materials

EA.19



GROUND LEVEL:

Scale: 1" = 1/8"

LIGHTING SCHEDULE	
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	DECORATIVE BOLLARD
	PALM TREE, TRUNK MOUNT DOWN LIGHT
	RECESSED WALL LIGHT
	TREE UPLIGHT Order code: NP

LANDSCAPE SHADE COVERAGE

Total Encompassed Parking Area = 1,625 SF

Total Shade Required 10% = **163 SF**

Landscaping within or around the parking area shall cover a minimum ratio of 10% of the gross area of the parking lot.

1,630 SF @ 10% = 163 SF Minimum Shade Coverage)

Total Shade Provided **(17%)** = **277 SF**

NORTH

REV: 06.21.2022
JOB # 4697

L-1

PREPARED FOR:
MANY MANSIONS
1423 E. Thousand Oaks, Blvd.
Thousand Oaks, CA 91362
805.496.4948

ECG Encompass Consultant Group
333 N. LANTANA ST, SUITE 130, CAMARILLO, CA 93010
PHONE: 805.322.4443 WEBSITE: WWW.ECGCIVIL.COM

dai 887 Patriot Drive, Suite C Moorpark, California 93021 805.552.0088 www.dicecoarch.com
dicecco architecture incorporated

ASPIRE APARTMENTS

536 Meta Street, Oxnard, CA

CONCEPTUAL LANDSCAPE PLAN

LANDSCAPE NOTES:
1. LANDSCAPING WILL COMPLY WITH THE APPLICATION CITY OF OXNARD LANDSCAPE STANDARD.
2. THE LANDSCAPE AND IRRIGATION WILL COMPLY WITH THE CITY OF OXNARD WATER EFFICIENT LANDSCAPE ORDINANCE (CITY COUNCIL ORDINANCE NO. 2822) AND LANDSCAPE WATER CONSERVATION.
3. LANDSCAPE 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.
4. NO LOW-BRANCHING TREES. TREES SHALL BE LIMBED UP TO A MINIMUM OF 6' FT. IN HEIGHT.
5. LANDSCAPE ELEMENTS IN THE PASEO SHALL PROVIDE CLEAR LINES OF SIGHT BETWEEN THE ALLEY AND THE STREET WITHOUT SOLID OBSTRUCTION BETWEEN 18 AND 80-INCHES FROM THE WALKING SURFACE.

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

L.A. Group Design Works, Inc.

Landscape Architecture

PODIUM LEVEL

Scale: 1" = 1/8"

NORTH

REV: 04.14.2022
JOB # 4697

L-2

LIGHTING SCHEDULE	
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	PALM TREE, TRUNK MOUNT DOWN LIGHT
	RECESSED WALL LIGHT
	TREE UPLIGHT

PREPARED FOR:
MANY MANSIONS
1423 E. Thousand Oaks, Blvd.
Thousand Oaks, CA 91362
805.496.4948

ECG Encompass Consultant Group
333 N. SANTIAGO ST, SUITE 130, OXNARD, CA 93010
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L.A. Group Design Works, Inc.

ASPIRE APARTMENTS

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CONCEPTUAL LANDSCAPE PLAN

LANDSCAPE NOTES:
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p 818.251-9718 f 818.251-9719
email: DesignWorks@lagroupinc.net

Landscape Architecture

PRILIMINARY PLANT LIST

TREES	
Arecastrum romanzoffianum / Queen Palm	14' BTH
Tristania laurina `Elegant` / Elegant Water Gum	24` box
SHRUBS	
Agave celsii 'Multicolor'	
Agave 'Cream Spike'	
Anigozanthos x `Kanga Pink` / Dwarf Pink Kangaroo Paw	1 gal
Carissa macrocarpa / Natal Plum	5 gal
Chondropetalum tectorum `El Campo` / Cape Rush	5 gal
Clivia miniata / Orange Bush Lilly	5 gal
Coprosma repens / Mirror Plant	5 gal
Correa x `Ray`s Tangerine` / Orange Austalian Fuchsia	5 gal
Crassula ovata / Large Jade Plant	5 gal
Dianella revoluta `Little Rev` / Little Rev Flax Lily	5 gal
Nandina domestica / Heavenly Bamboo	5 gal
Phoenix roebelinii / Pigmy Date Palm	15 gal
Phormium tenax / New Zealand Flax	5 gal
Podocarpus m. 'Maki'/Columnar Shrubby Yew Pine	15 gal
Pyracantha c. 'Lowboy' / Lowboy Scarlet Firethorn	5 gal
Sesleria autumnalis / Autumn Moor Grass	1 gal
VINES	
Distictis buccinatoria / Blood Red Trumpet Vine	5 gal
Ficus pumila / Creeping Fig	5 gal
Macfadyena unguis-cati / Yellow Trumpet Vine	5 gal
GROUND COVERS	
Ajuga reptans / Carpet Bugle	4" pots
Bougainvillea / Bougainvillea (spines)	5 gal
Carissa macrocarpa / Natal Plum (thorns)	5 gal
Geranium incanum `Sugar Plum` / Crane`s Bill	4" pots
Heuchera x 'Santa Ana Cardinal' / Cardinal Coral Bells	1 gal
Pelargonium tomentosum / Peppermint Geranium	4" pots
Mahonia repens / Creeping Oregon Grape (spines)	5 gal
Verbena peruviana 'Red' / Red Peruvian Verbena	4" pots
Vinca minor / Common Periwinkle	4" pots

TREES

ARECASTRUM ROMANZOFFIANUM

TRISTANIA LAURINA 'ELEGANT'

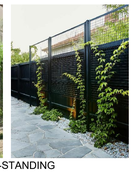
VINES

DISTICTIS BUCCINATORIA

FICUS PUMILA

MACFADYENA UNGIS-CATI

GREEN SCREEN


GREEN SCREEN FREE-STANDING

GREEN SCREEN CLASSIC PLANTER

BENCH DIVIDERS

BIKE RACK Available by: The Park Catalog

HORSESHOE BIKE RACK / Avail. by: The Park Catalog

PLANTER POTS Available by: Old Town Fiberglass

STANDARD RECTANGLE

STANDARD SQUARE

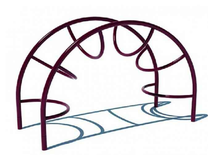
FITNESS AMENITIES Available by: Greenfileds Outdoor Fitness

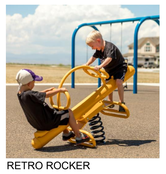
LEG PRESS

SHOULDER PRESS

ACCESSIBLE ADJ. SHOULDER PRESS

PLAY AMENITIES Available by: Zoom Recreation

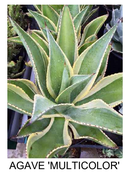

JR. CLIMBER


RETRO ROCKER

FRENCH-SNAIL HOPSCOTCH

FREE-STANDING PLAY PANELS

SHRUBS


AGAVE 'MULTICOLOR'

AGAVE 'CREAM SPIKE'

ANIGOZANTHOS 'DWARF MAGENTA'

CARISSA M. 'TUTTLEI'

CHONDROPETALUM TECHTORUM

CLIVIA MINIATA

CORREA 'RAY'S TANGERINE'

CRASSULA OVATA

DIANELLA REVOLUTA

NANDINA DOMESTICA

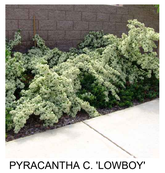
PHORMIUM T. 'FIREBIRD'

PHORMIUM T. 'SEA JADE'

PHOENIX ROBELENII

PODOCARPUS M. 'MAKI'

SESLERIA AUTUMNALIS


PYRACANTHA C. 'LOWBOY'

GROUND COVER (Thorns / Spined Branches)

BOUGAINVILLEA

CARISSA MACROCARPA

MAHONIA REPANS

GROUND COVER

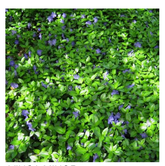
AJUGA REPTANS

GERANIUM I. 'SUGAR PLUM'

HEUCHERA X 'SANTA ANA CARDINAL'

PELARGONIUM TOMENTOSUM

VERBENA PERUVIANA


VINCA MINOR

REV: 04.14.2022
JOB # 4697
L-3

PREPARED FOR:
MANY MANSIONS
1423 E. Thousand Oaks, Blvd.
Thousand Oaks, CA 91362
805.496.4948

ECG Encompass Consultant Group
333 N. LANTANA ST, SUITE 130, CAMARILLO, CA 93010
PHONE: 805.322.4443 WEBSITE: WWW.ECGCIVIL.COM

dai 887 Patriot Drive, Suite C
Moorpark, California 93021
805.552.0088
www.diceccoarch.com
dicecco architecture incorporated

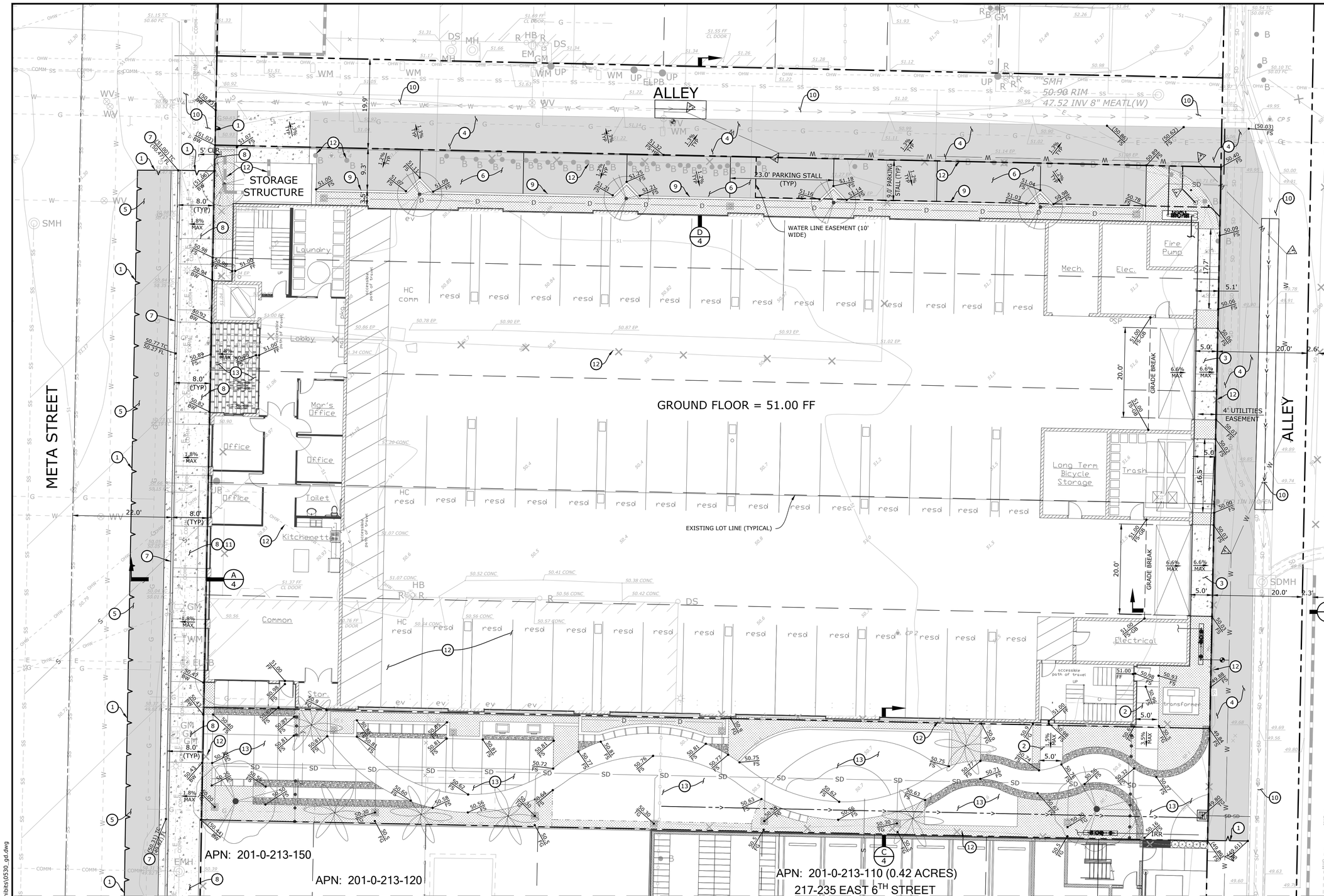
L.A. Group Design Works, Inc.

ASPIRE APARTMENTS
536 Meta Street, Oxnard, CA
CONCEPTUAL LANDSCAPE IMAGES

LANDSCAPE NOTES:
1. LANDSCAPING WILL COMPLY WITH THE APPLICATION CITY OF OXNARD LANDSCAPE STANDARD.
2. THE LANDSCAPE AND IRRIGATION WILL COMPLY WITH THE CITY OF OXNARD WATER EFFICIENT LANDSCAPE ORDINANCE (CITY COUNCIL ORDINANCE NO. 2822) AND LANDSCAPE WATER CONSERVATION.
3. LANDSCAPE 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.
4. NO LOW-BRANCHING TREES. TREES SHALL BE LIMBED UP TO A MINIMUM OF 6' FT. IN HEIGHT.
5. LANDSCAPE ELEMENTS IN THE PASEO SHALL PROVIDE CLEAR LINES OF SIGHT BETWEEN THE ALLEY AND THE STREET WITHOUT SOLID OBSTRUCTION BETWEEN 18 AND 80-INCHES FROM THE WALKING SURFACE.

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



LEGEND

- CONCRETE PAVEMENT
- ASPHALT CONCRETE PAVEMENT
- PROPOSED LANDSCAPED AREA
- EXISTING LOT LINE
- PROPERTY LINE
- WATER LINE EASEMENT
- EARTHEN SWALE
- EXISTING SANITARY SEWER LINE
- EXISTING DOMESTIC WATER LINE
- EXISTING STORM DRAIN LINE
- EXISTING OVERHEAD WIRE
- PROPOSED DOMESTIC WATER LINE
- PROPOSED FIRE WATER LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED STORM DRAIN LINE
- SAWCUT LINE
- EXISTING BLOCK WALL

NOTE:
PROTECT ALL EXISTING UTILITIES IN PLACE, UNLESS OTHERWISE NOTED. ADJUST TO PROPOSED FINISHED GRADE AS REQUIRED.

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SCALE: 1"=10'
0 10 20 30

Know what's below. Call before you dig.

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AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

SHEET 2

CONSTRUCTION NOTES

1. MATCH EXISTING.
2. CONSTRUCT CONCRETE WALKWAY. WIDTH PER PLAN.
3. CONSTRUCT VEHICULAR CONCRETE PAVEMENT. WIDTH PER PLAN.
4. GRIND AND OVERLAY ASPHALT CONCRETE PAVEMENT.
5. REMOVE AND REPLACE 2' OF EXISTING ASPHALT CONCRETE PAVEMENT TO LIMITS SHOWN. GRIND AND OVERLAY ASPHALT CONCRETE PAVEMENT TO NEAREST STRIPING.
6. CONSTRUCT ASPHALT CONCRETE PAVEMENT. SECTION PER GEOTECHNICAL REPORT RECOMMENDATIONS. TI TESTING TO BE PERFORMED AT GRADING.
7. CONSTRUCT CURB & GUTTER PER COX STD. PLATE 111, TYPE A2-6.
8. CONSTRUCT CONCRETE SIDEWALK PER COX STD. PLATES 112 AND 113.
9. CONSTRUCT CONCRETE CURB PER COX STD. PLATE 111, TYPE A1-6. PROVIDE CURB CUT FOR EACH PARKING STALL.
10. PROTECT EXISTING DRIVEWAY / RIBBON GUTTER.
11. REMOVE EXISTING DRIVEWAY.
12. REMOVE EXISTING STRUCTURE / IMPROVEMENTS.
13. REFER TO LANDSCAPE PLAN FOR PARK IMPROVEMENTS.

REVISIONS

MARK	DATE	DESCRIPTION	BY

REVIEWED BY:
DATE
DATE

REGISTERED PROFESSIONAL ENGINEER
TRISTAN J. SANTOS
NO 71473
CIVIL
STATE OF CALIFORNIA

ECG
Encompass Consultant Group
333 N. LANTANA ST, SUITE 287, CAMARILLO, CA 93010
PHONE: 805.322.4443 WEBSITE: WWW.ECGCIVIL.COM

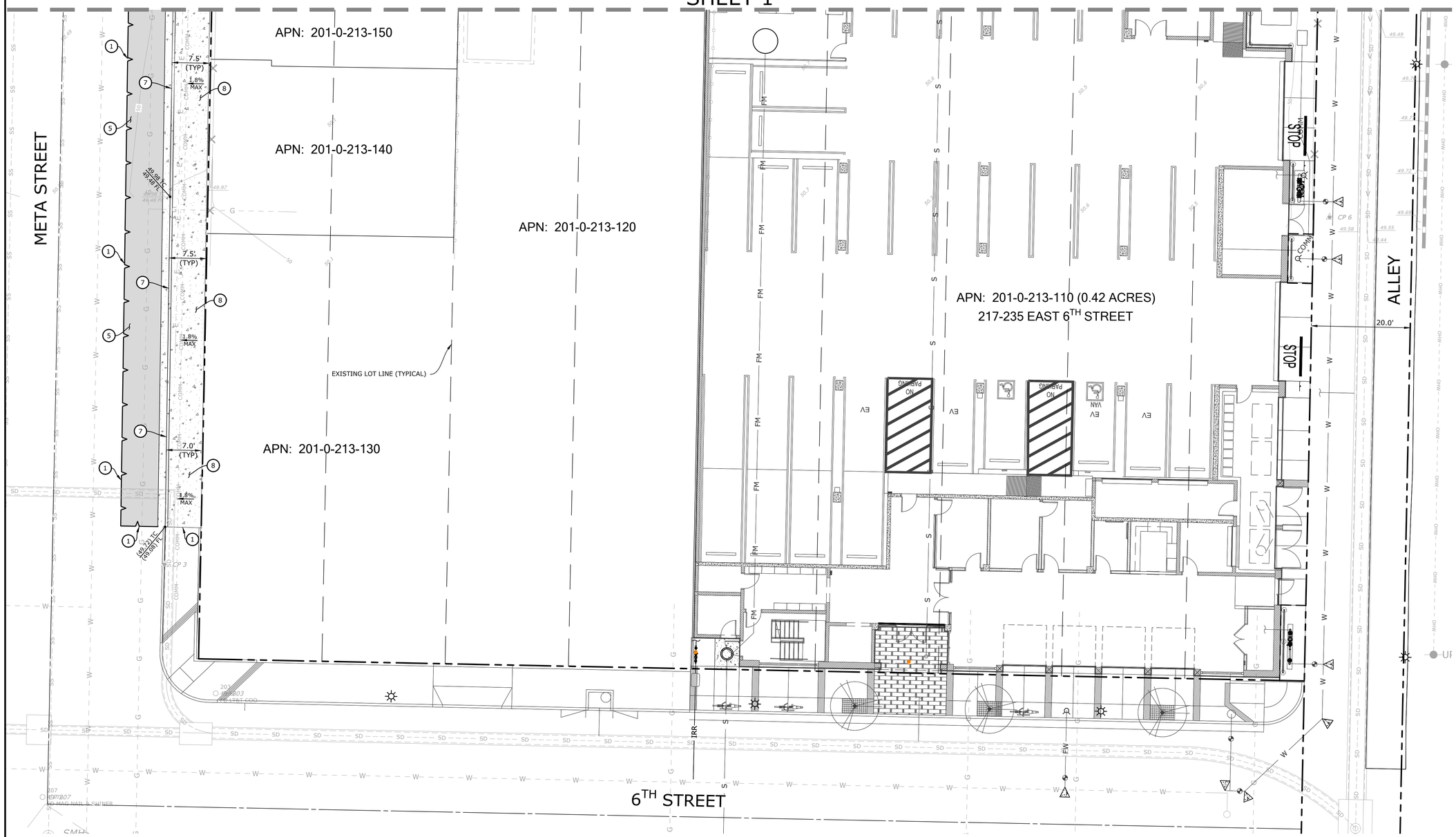
TRISTAN J. SANTOS
PROJECT ENGINEER
R.C.E. 71473
DATE: 06/16/2022

ASPIRE APARTMENTS PROJECT
536-538 META STREET
CIVIL EXHIBIT - GROUND LEVEL
CITY OF OXNARD

SCALE: HORIZ. 1" = 10' VERT.
WORK ORDER 0530
DRAWN BY:
CHECKED BY:
SHEET NO. 1 OF 6

DRAWING: n:\projects\0530\engineering\acad\exhibits\0530_gd.dwg

SHEET 1



LEGEND

- CONCRETE PAVEMENT
- ASPHALT CONCRETE PAVEMENT
- PROPOSED LANDSCAPED AREA
- EXISTING LOT LINE
- PROPERTY LINE
- WATER LINE EASEMENT
- EARTHEN SWALE
- EXISTING SANITARY SEWER LINE
- EXISTING DOMESTIC WATER LINE
- EXISTING STORM DRAIN LINE
- EXISTING OVERHEAD WIRE
- PROPOSED DOMESTIC WATER LINE
- PROPOSED FIRE WATER LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED STORM DRAIN LINE
- SAWCUT LINE
- EXISTING BLOCK WALL

NOTE:
PROTECT ALL EXISTING UTILITIES IN PLACE, UNLESS OTHERWISE NOTED. ADJUST TO PROPOSED FINISHED GRADE AS REQUIRED.

CONSTRUCTION NOTES

1. MATCH EXISTING.
5. REMOVE AND REPLACE 2' OF EXISTING ASPHALT CONCRETE PAVEMENT TO LIMITS SHOWN. GRIND AND OVERLAY ASPHALT CONCRETE PAVEMENT TO NEAREST STRIPING.
7. CONSTRUCT CURB & GUTTER PER COX STD. PLATE 111, TYPE A2-6.
8. CONSTRUCT CONCRETE SIDEWALK PER COX STD. PLATES 112 AND 113.

811 Know what's below. Call before you dig.

DIAL TOLL FREE
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AT LEAST TWO DAYS BEFORE YOU DIG

UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

N
W E
S

SCALE: 1"=10'
0 10 20 30

REVISIONS			
MARK	DATE	DESCRIPTION	BY

REVIEWED BY:
DATE
DATE

REGISTERED PROFESSIONAL ENGINEER
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R.C.E. 71473

DATE: 06/16/2022

ASPIRE APARTMENTS PROJECT
536-538 META STREET
CIVIL EXHIBIT - GROUND LEVEL
CITY OF OXNARD

SCALE: HORIZ. 1" = 10' VERT.
WORK ORDER 0530
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SHEET NO. 2 OF 6

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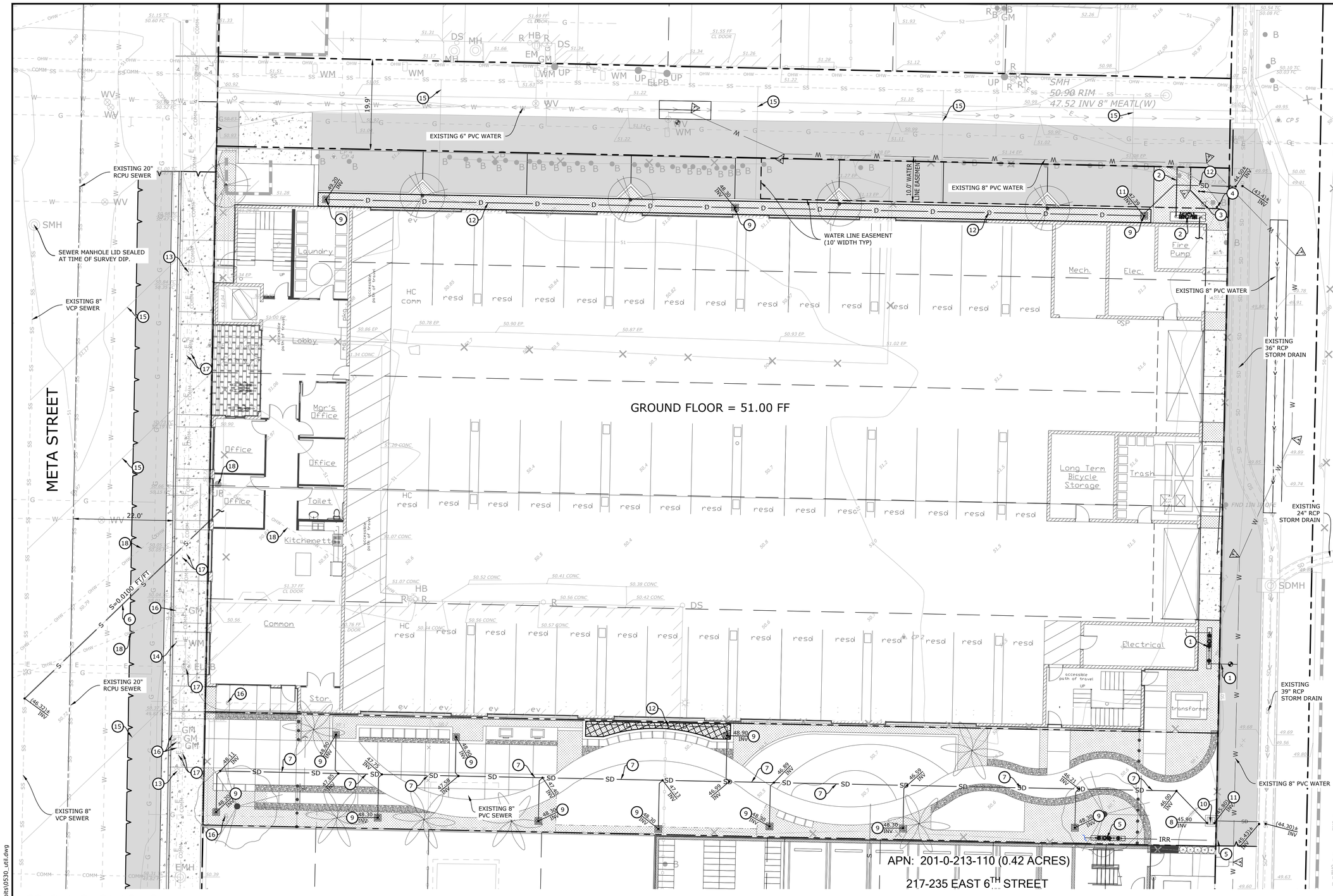

LEGEND

- CONCRETE PAVEMENT
- ASPHALT CONCRETE PAVEMENT
- PROPOSED LANDSCAPED AREA
- EXISTING LOT LINE
- PROPERTY LINE
- WATER LINE EASEMENT
- EARTHEN SWALE
- EXISTING SANITARY SEWER LINE
- EXISTING DOMESTIC WATER LINE
- EXISTING STORM DRAIN LINE
- EXISTING OVERHEAD WIRE
- PROPOSED DOMESTIC WATER LINE
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- PROPOSED STORM DRAIN LINE
- SAWCUT LINE
- EXISTING BLOCK WALL

NOTE:
PROTECT ALL EXISTING UTILITIES IN PLACE, UNLESS OTHERWISE NOTED. ADJUST TO PROPOSED FINISHED GRADE AS REQUIRED.

N
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SCALE: 1"=10'
0 10 20 30

CONSTRUCTION NOTES

1. CONSTRUCT DOMESTIC WATER SERVICE AND METER INSTALLATION PER COX STD. PLATE 310.
2. CONSTRUCT FIRE WATER LINE INSTALLATION PER COX STD. PLATE 311, WITH FIRE DEPARTMENT CONNECTION.
3. CONSTRUCT FIRE HYDRANT PER COX STD. PLATE 300. REMOVE EXISTING WATER SERVICE LATERAL.
4. CONSTRUCT TYPICAL BARRICADES FOR FIRE HYDRANT PER COX STD. PLATE 301, TYPE C.
5. CONSTRUCT IRRIGATION SERVICE WITH BACKFLOW PREVENTER PER COX STD. 309.
6. REMOVE AND REPLACE EXISTING LATERAL WITH 6" SANITARY SEWER HOUSE CONNECTION PER COX STD. PLATE 405 (6" & BELOW).
7. CONSTRUCT 12" STORM DRAIN LINE WITH A MINIMUM 1.0% SLOPE.
8. CONNECT TO EXISTING STORM DRAIN INLET.
9. CONSTRUCT STORM DRAIN INLET WITH 6" LATERAL TO MAIN.
10. ADJUST EXISTING RIM ELEVATION TO PROPOSED FINISHED GRADE. GRATE SHALL BE TRAFFIC RATED AND HEEL PROOF.
11. FURNISH AND INSTALL CONNECTOR PIPE SCREEN, FLEX STORM OR OTHER CERTIFIED TRASH TREATMENT CONTROL DEVICE.
12. CONSTRUCT 6" STORM DRAIN LINE WITH A MINIMUM 1.0% SLOPE.
13. PROTECT EXISTING STREET LIGHT.
14. REMOVE EXISTING WATER METER. REMOVE AND DISCONNECT SERVICE LINE AT THE MAIN.
15. REMOVE EXISTING SEWER LATERAL AND DISCONNECT SERVICE LINE AT THE MAIN.
16. REMOVAL OF EXISTING GAS LINE AND APPURTENANCES TO BE COORDINATED WITH GAS COMPANY.
17. PROTECT EXISTING UTILITY LINES AND APPURTENANCES.
18. EXISTING OVERHEAD WIRES ALONG THE META STREET FRONTAGE TO BE RELOCATED. COORDINATE WITH SOUTHERN CALIFORNIA EDISON ALL RELOCATION OF EXISTING OVERHEAD WIRES, POWER POLE, AND APPURTENANCES.

Know what's below. Call before you dig.

DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG

UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

REVISIONS

MARK	DATE	DESCRIPTION	BY

REVIEWED BY:
DATE
DATE

REGISTERED PROFESSIONAL ENGINEER
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TRISTAN J. SANTOS DATE: 06/16/2022
PROJECT ENGINEER
R.C.E. 71473

ASPIRE APARTMENTS PROJECT
536-538 META STREET
CIVIL EXHIBIT - UTILITIES
CITY OF OXNARD

SCALE: HORIZ. 1" = 10' VERT.
WORK ORDER 0530
DRAWN BY:
CHECKED BY:
SHEET NO. 3 OF 6

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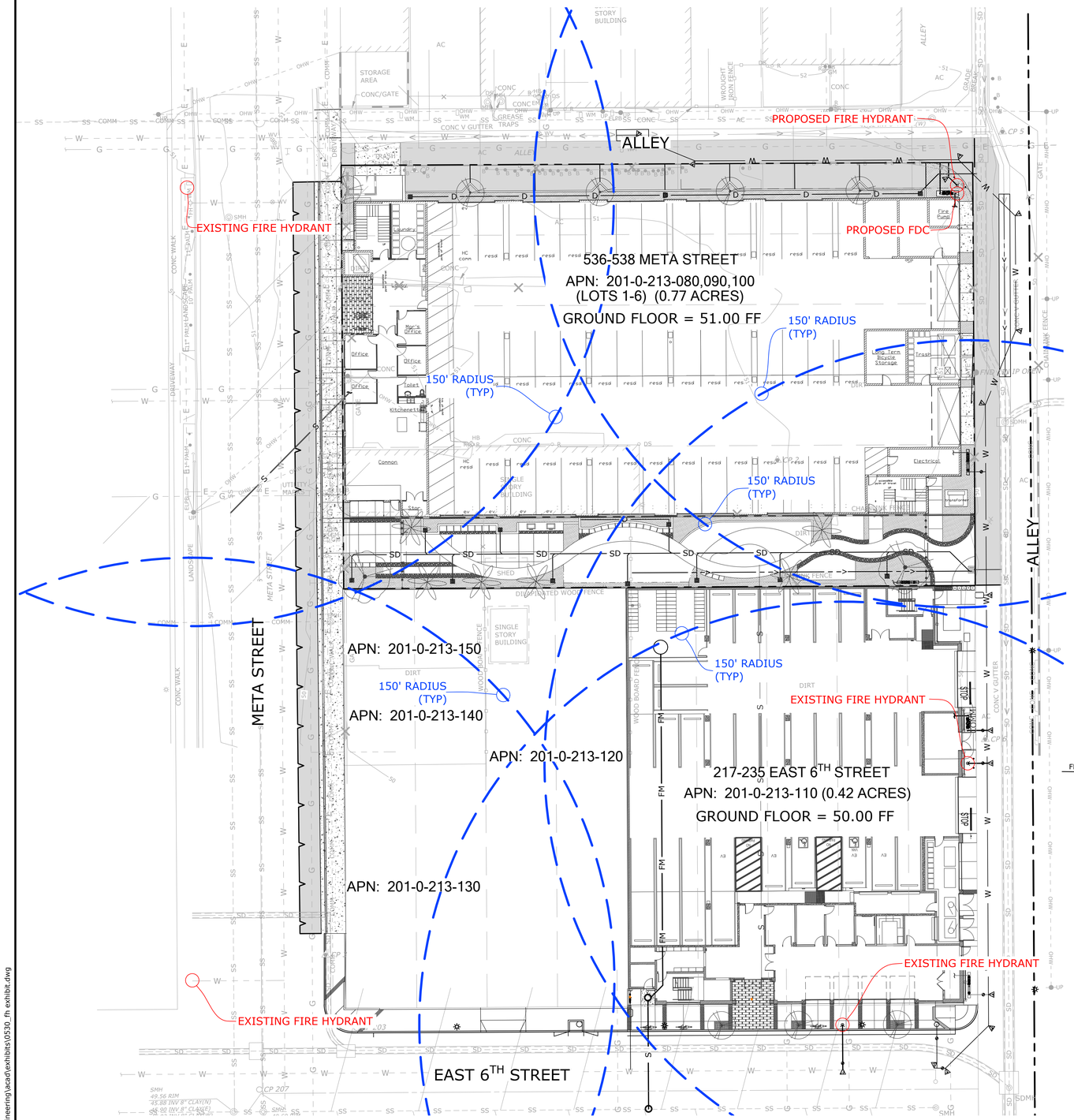
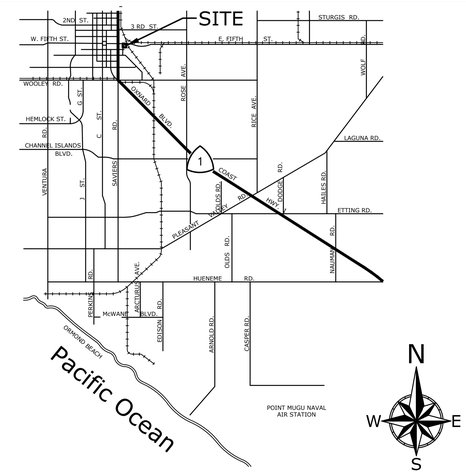
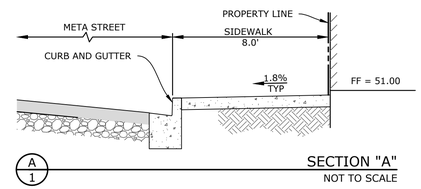


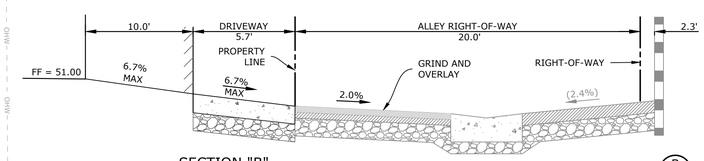


VICINITY MAP

SCALE: NOT TO SCALE



SECTION "A"
NOT TO SCALE



SECTION "B"
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B
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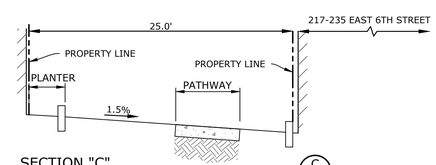

SECTION "C"
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C
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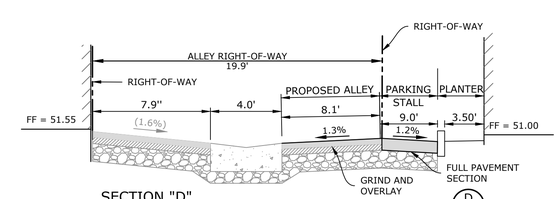

SECTION "D"
NOT TO SCALE
D
1

LOT/ZONING INFORMATION

ZONING	EXISTING:	CBD / CENTRAL BUSINESS DISTRICT
	PROPOSED:	MULTI-FAMILY RESIDENTIAL
AREA	NET AREA: 0.77-ACRE	
FLOOD ZONE	"AREA OF MINIMAL FLOOD HAZARD" - ZONE X (NO SCREEN)	
LOTS	APN: 201-0-213-080, 090, 100 (LOTS 1-6)	
OWNER	MANY MANSIONS	
UNITS	APARTMENTS	= 88 UNITS TOTAL 56 ONE-BEDROOM 32 TWO-BEDROOM

UTILITIES

WATER	CITY OF OXNARD
SEWER	CITY OF OXNARD
STORM DRAIN	CITY OF OXNARD/VCWPD
ELECTRIC	SOUTHERN CALIFORNIA EDISON
GAS	THE SOUTHERN CALIFORNIA GAS COMPANY (SEMPRA ENERGY)
TELEPHONE	FRONTIER CHARTER

GENERAL

OWNER/DEVELOPER	MANY MANSIONS 1259 E. THOUSAND OAKS BLVD. THOUSAND OAKS, CA 91362 ATTN: LUIS A. HERNANDEZ (PROJECT MANAGER) (805) 708-5048
ARCHITECT	DICECCO ARCHITECTURE, INC. 887 PATRIOT DRIVE, SUITE C MOORPARK, CALIFORNIA 93021 ATTN: MARK DI CECCO (805) 552-0088
CIVIL ENGINEER	ENCOMPASS CONSULTANT GROUP, INC. 333 N. LANTANA ST, SUITE 287 CAMARILLO, CA 93010 ATTN: TRISTAN J. SANTOS, RCE 71473 (805) 416-1698
GEOTECHNICAL ENGINEER	ADVANCED GEOTECHNICAL SERVICES, INC. 5251 VERDUGO WAY, SUITE L CAMARILLO, CA 93012 ATTN: SCOTT W. MOORE, GE 2560 (805) 388-6162
LANDSCAPE ARCHITECT	L.A. GROUP DESIGN WORKS 24013 VENTURA BLVD, SUITE 201 CALABASAS, CA 91302 ATTN: MONICA D'ANGELO-TOMEI (818) 251-9718

LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF VENTURA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOT 6, BLOCK A THE RICE TRACT, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER RECORDERED IN BOOK 1A, PAGE 34 OF MAPS, IN THE OFFICE OF THE RECORDER OF SAID COUNTY.

LOTS 1, 2, 3, 4 AND 5 IN BLOCK "A" OF THE RICE TRACT, IN THE CITY OF OXNARD, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS SHOWN ON A MAP RECORDED IN BOOK 1A, PAGE 34 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDED OF SAID VENTURA COUNTY.

APN: 201-0-213-080, 090, 100 (LOTS 1-6)

N
W E
S

SCALE: 1"=20'
0 20 40 60

REVISIONS

MARK	DATE	DESCRIPTION	BY

REVIEWED BY:
DATE
DATE

REGISTERED PROFESSIONAL ENGINEER
TRISTAN J. SANTOS
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TRISTAN J. SANTOS
PROJECT ENGINEER
R.C.E. 71473
DATE: 06/16/2022

ASPIRE APARTMENTS PROJECT
536-538 META STREET
FIRE HYDRANT EXHIBIT
CITY OF OXNARD

SCALE: HORIZ. 1" = 20' VERT. 1" = 20'

WORK ORDER 0530
DRAWN BY: TJS
CHECKED BY:

SHEET NO. 4 OF 6

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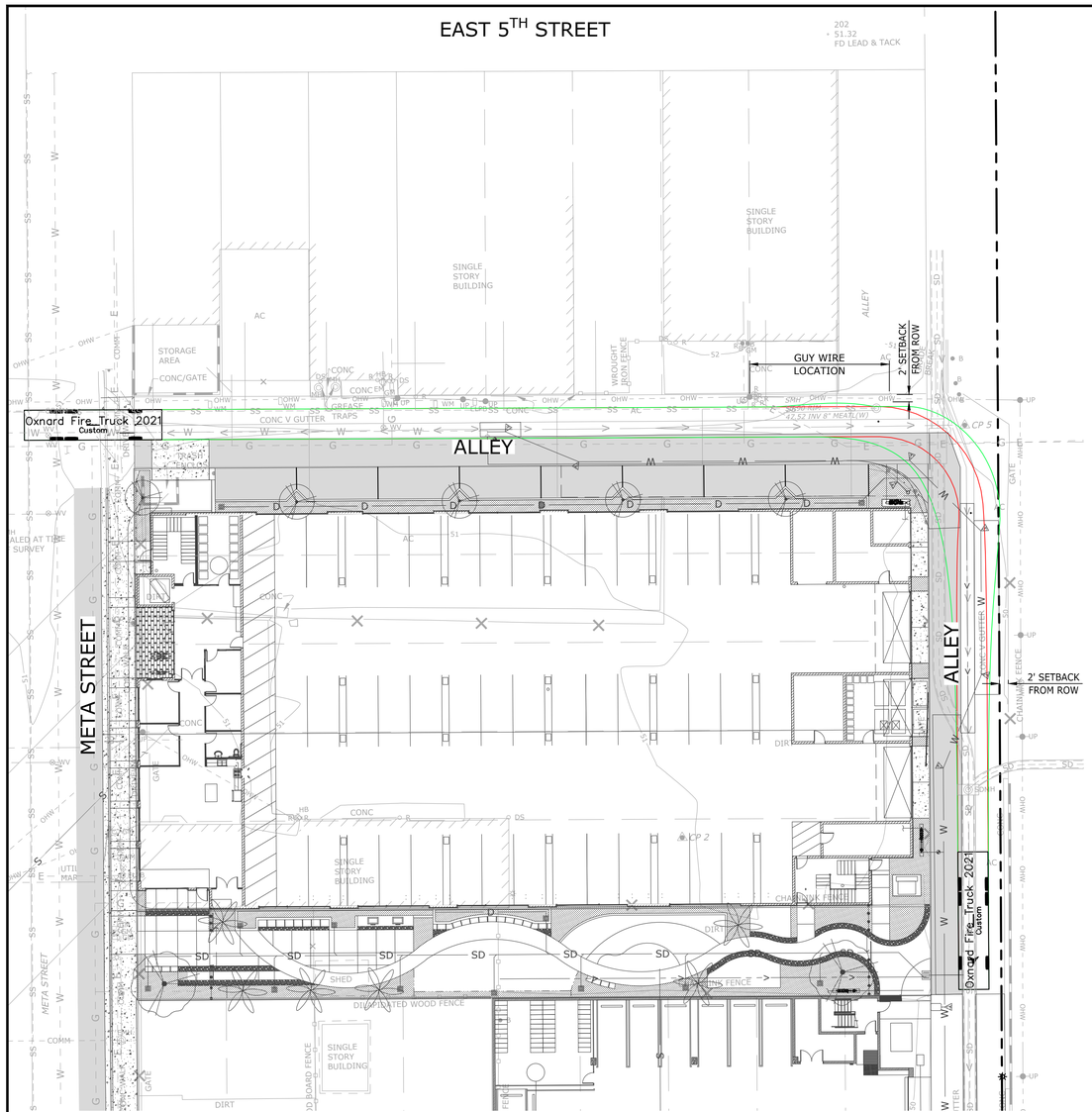


FIGURE 1: EAST BOUND - RIGHT TURN

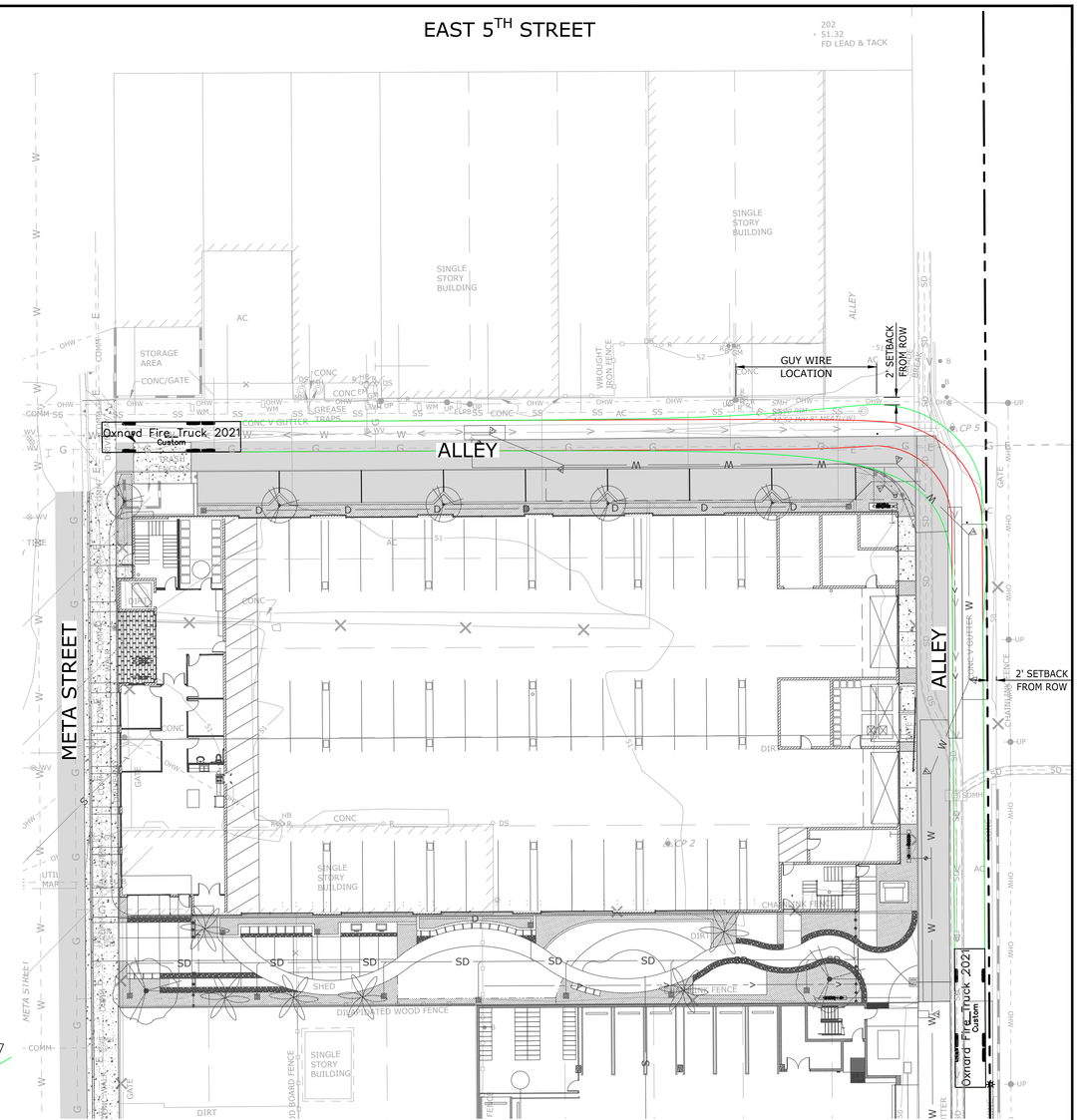
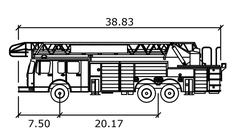


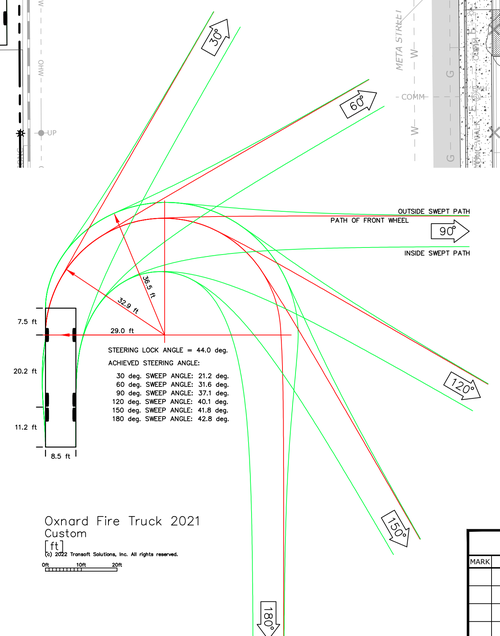
FIGURE 2: NORTH BOUND - LEFT TURN

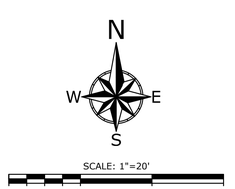


Oxnard Fire Truck 2021

feet

Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 44.0





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REVISIONS			
MARK	DATE	DESCRIPTION	BY

REVIEWED BY:

DATE

DATE

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CIVIL
STATE OF CALIFORNIA

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TRISTAN J. SANTOS
PROJECT ENGINEER
R.C.E. 71473

DATE: 06/16/2022

ASPIRE APARTMENTS PROJECT
536-538 META STREET
FIRE TRUCK TURNING EXHIBIT
CITY OF OXNARD

SCALE: HORIZ. 1" = 20' VERT. 1" = 20'

WORK ORDER 0530
DRAWN BY: TJS
CHECKED BY:

SHEET NO. 5 OF 6

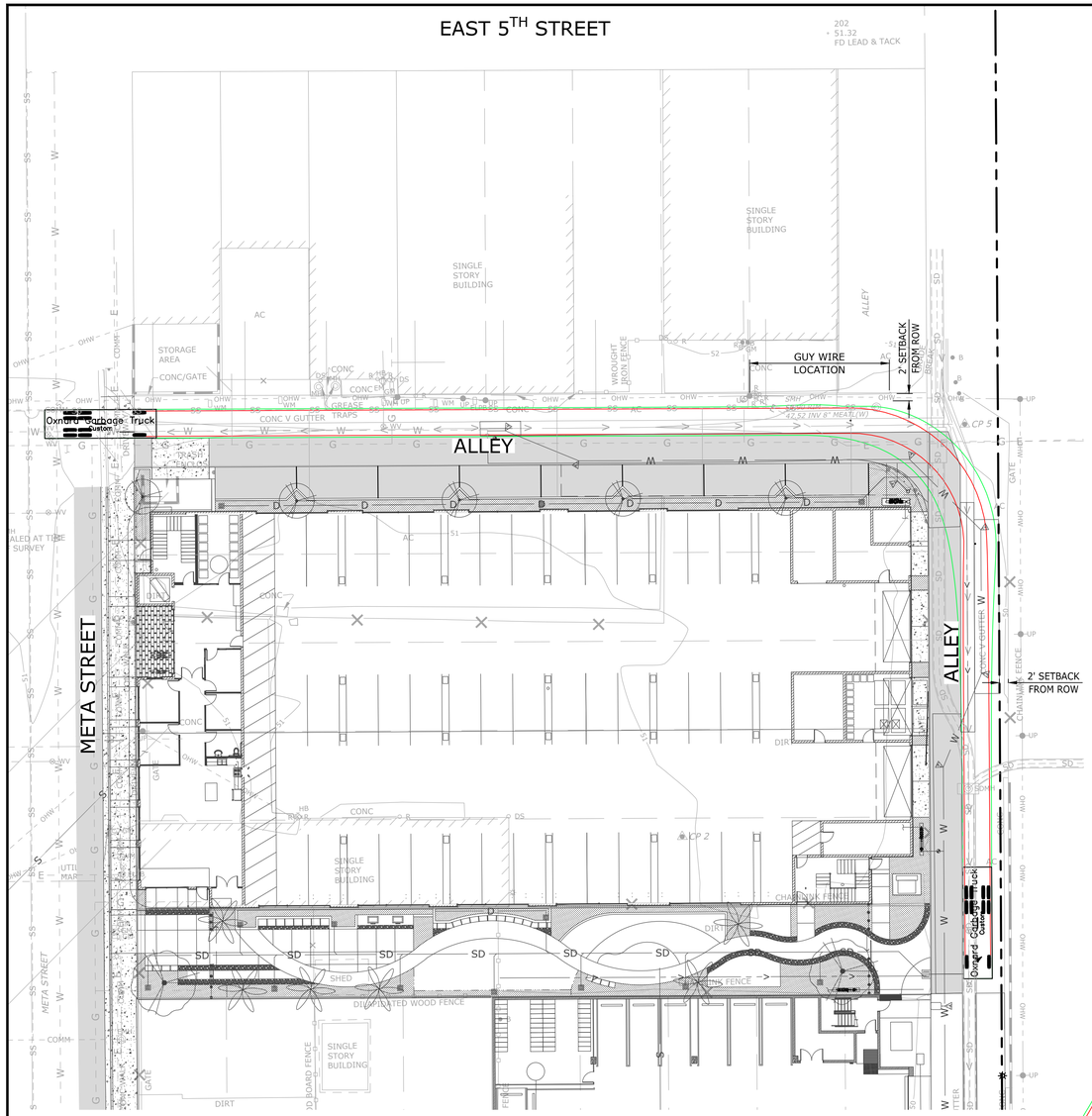


FIGURE 1: EAST BOUND - RIGHT TURN

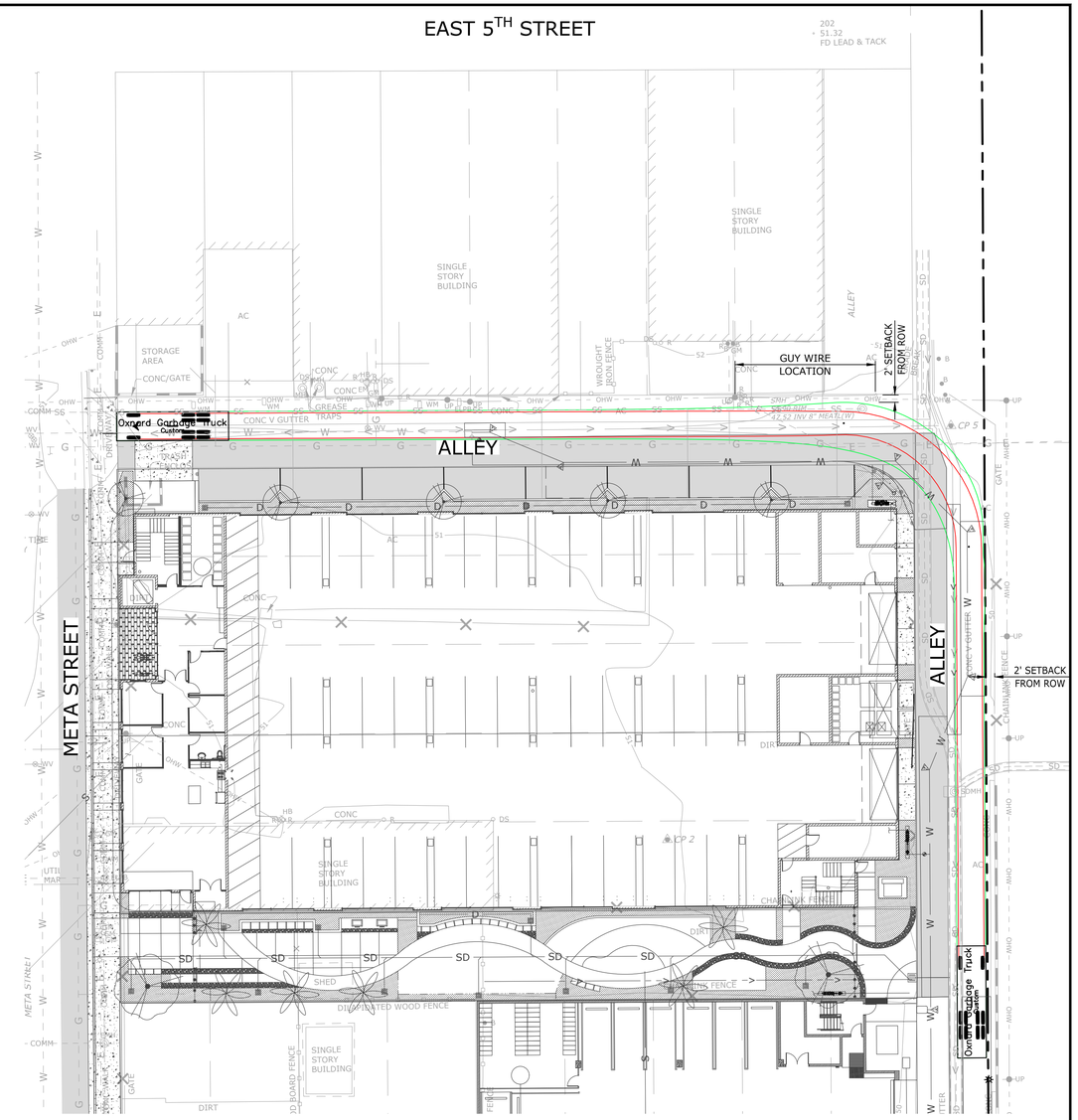
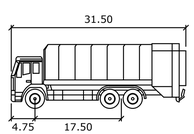
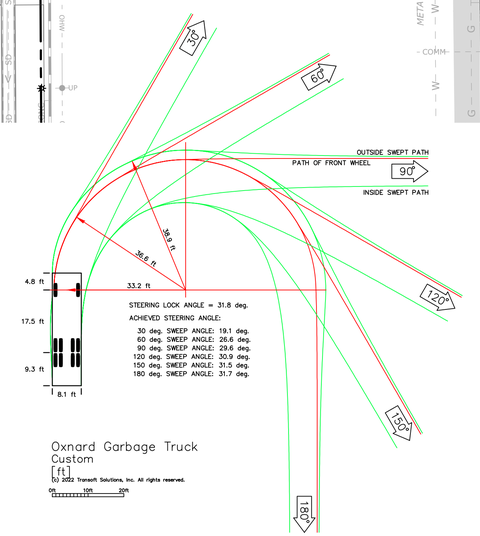


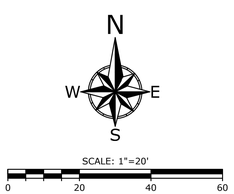
FIGURE 2: NORTH BOUND - LEFT TURN



Oxnard Garbage Truck

	feet
Width	: 8.08
Track	: 7.15
Lock to Lock Time	: 6.0
Steering Angle	: 31.8





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REVISIONS

MARK	DATE	DESCRIPTION	BY

REVIEWED BY:

DATE

DATE

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R.C.E. 71473

DATE: 06/16/2022

ASPIRE APARTMENTS PROJECT
536-538 META STREET
WASTE COLLECTION VEHICLE TURNING EXHIBIT
CITY OF OXNARD

SCALE: HORIZ. 1" = 20' VERT. 1" = 20'

WORK ORDER 0530
DRAWN BY: TJS
CHECKED BY:

SHEET NO. 6 OF 6

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:

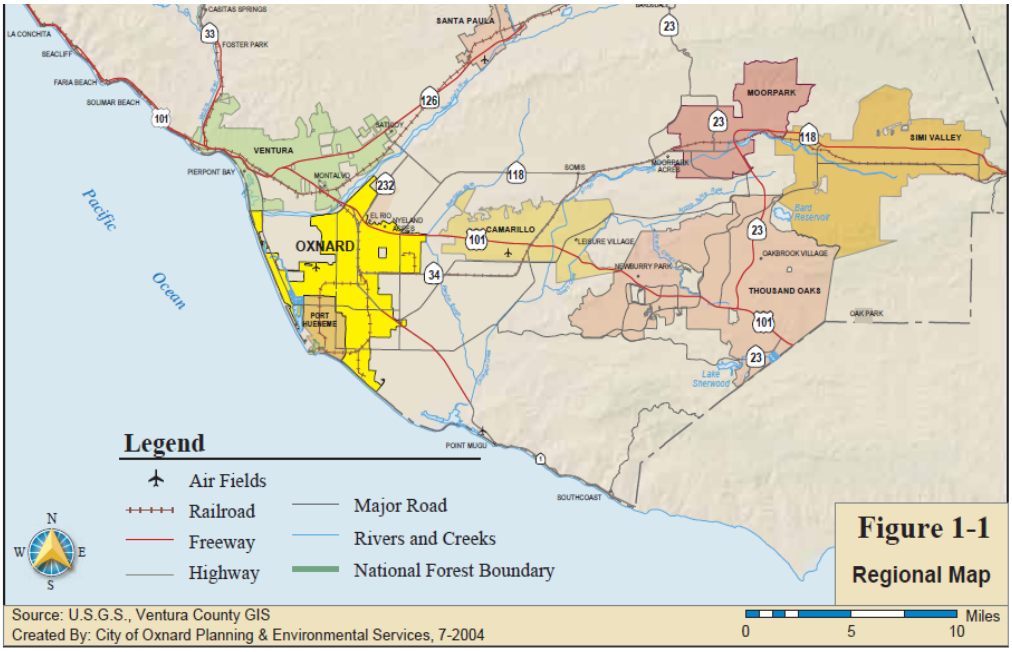
1. Conversion of farmland to agricultural uses;
2. Cumulative increase of criteria air pollutants in a nonattainment air basin;
3. Conflict with state goals for reducing greenhouse gas emissions;
4. Exposure to traffic noise and railroad noise and excessive vibration; and
5. Operation of five intersections 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

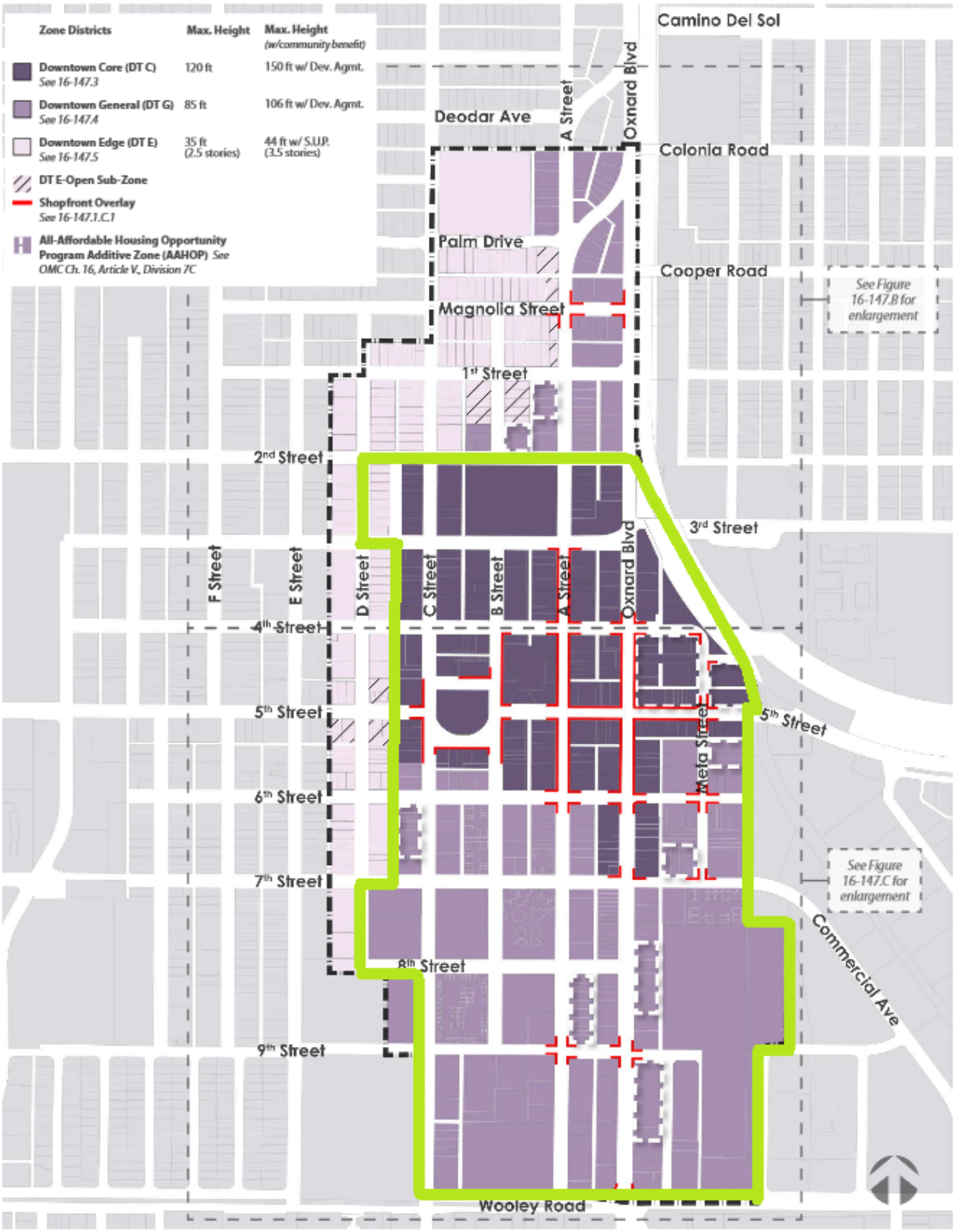
CEQA Guidelines Section 15168(a) directs a lead agency to prepare a Program EIR rather than a Project EIR when the agency is considering a series of geographically linked related actions or plans that govern under the same authorizing regulatory authority and having generally similar environmental effects (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

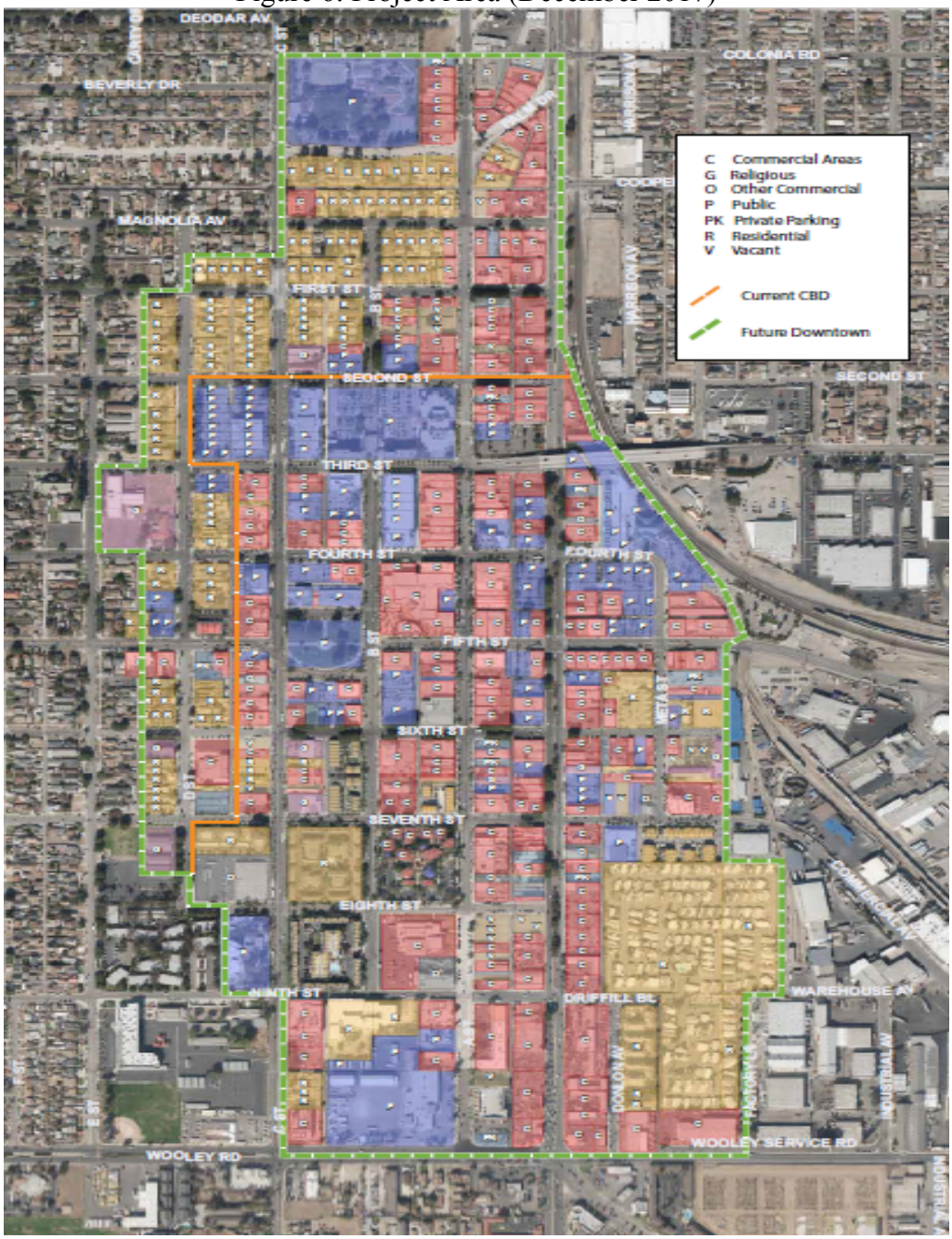
The CBD has developed with a range of public and private structures on a rectangular grid of blocks on a north-south/east-west orientation. Plaza Park is considered the center of the CBD while "A" Street is the principal commercial street. Oxnard Boulevard is a high volume arterial, formerly State Highway 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

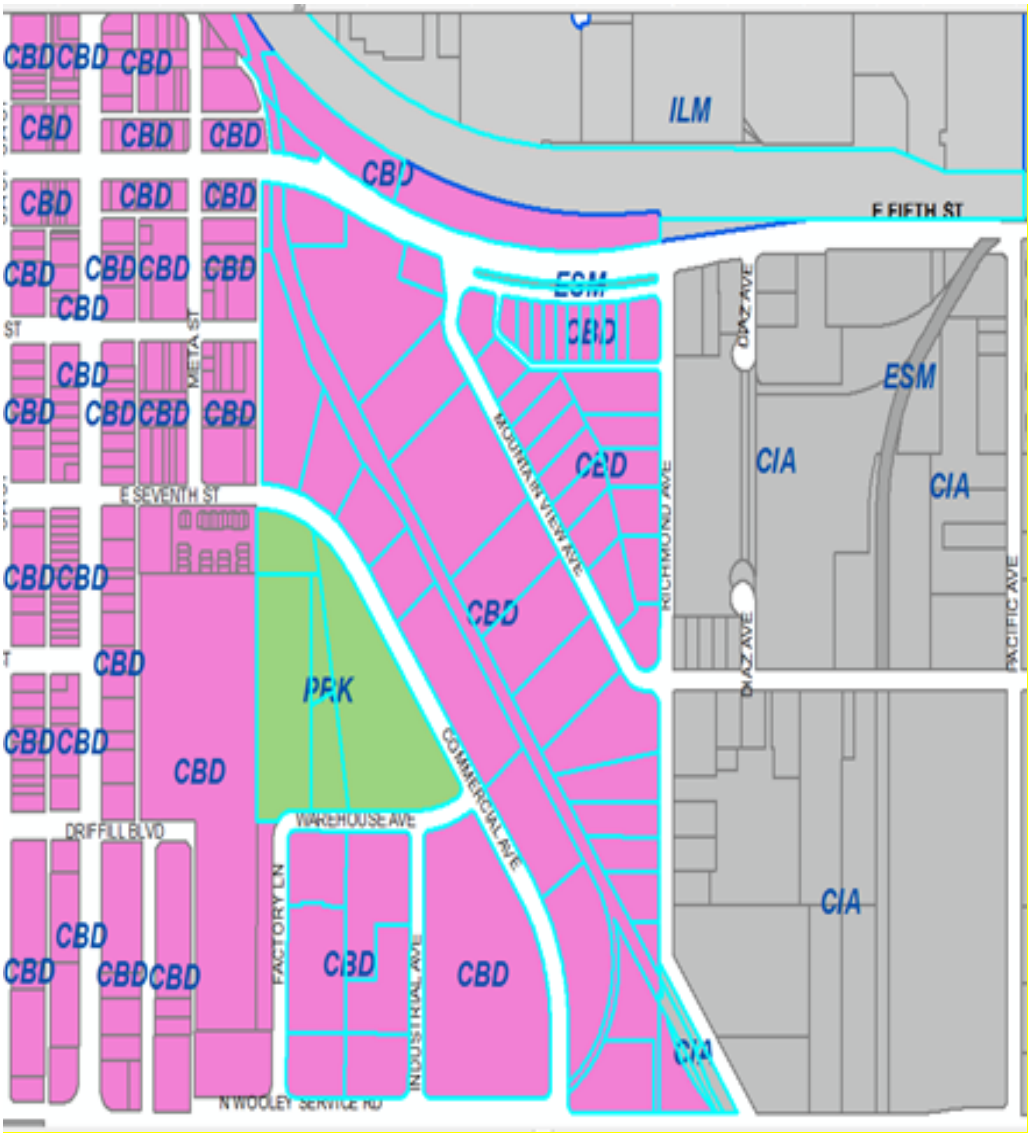


Figure 8 Policy CD-7 Text Amendments

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 in 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)

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

CITY OF OXNARD CALIFORNIA

NOTICE OF EXEMPTION

Project Name: Aspire Apartments; Planning and Zoning Permit Nos. 21-200-01 (Major Downtown Design Review Permit (DDRP), 21-535-01 (Density Bonus Permit), 21-310-01 (Lot Merger), Project proposal to demolish an existing commercial structure and related site improvements; and construct a 97,517 square foot 5-story mixed use affordable housing apartment building with 88 residential units, 53 parking spaces, 2,781 sf total including lobby, laundry, & 1,768 s.f.common space with offices, restroom, & kitchenette, a 5,185 square-foot private open space courtyard, and a 5,606 square foot public open space (Paseo) on a 0.77-acre project site within the Downtown General (DT-G) zoning district. Proposed development includes commercial space, and parking for the residences on the ground level, with an additional 4 levels of residential units (for a 5 story building). The proposed building is designed with 56 one-bedroom units and 32 two-bedroom units. All of the units open to the interior courtyard with seating and green space located in the middle of the second floor. Proposed development includes commercial space, and parking for the residential and commercial on the ground level, with an additional 4 levels of residential units (for a 5 story building). The application also includes a ministerial request for a Density Bonus to allow for four concessions pursuant to State Density Bonus Law and OCC Section 16-410L, and subject to the approval of the Planning Commission. The four concessions as follows:

(1) Reduction of the required residential parking from 88 spaces to 53 residential spaces and reduction of the required commercial spaces from three (3) spaces to zero (0) spaces.
(2) Reduction of the side yard ground floor setback from 5 feet to zero feet.
(3) Reduction of the rear upper story setback for residential buildings from ten feet to zero feet.
(4) Reduction of the front yard setback for surface parking from 30 feet to 25 feet.

As a result of the requested concessions the project will be 100 percent affordable. The applicant is proposing a 100 percent affordable housing project with all units, except for the managers unit, incompliance with the Density Bonus and inclusionary ordinance requirements.

The Lot Merger would merge the proposed building parcels, including the park (paseo) parcel (unless an alternative agreement is approved per the conditions of approval. The Project is located at 536-538 Meta Street (APN: 201-0-213-080; 090; & 100) in the Downtown General (DT-G) zone. The proposed project has been found to be exempt from the California Environmental Quality Act (CEQA), pursuant to Senate Bill 35 and Government Code Section 65913.4. Filed by Luis Hernandez, of Many Mansions ("Applicant"), 1259 East Thousand Oaks Boulevard, Thousand Oaks, CA 91362.

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: Pursuant to Senate Bill 35, Government Code Section 65913.4 and Public Resources Code Section 21080(b)(1), Streamlined Infill Projects are statutorily exempt from the California Environmental Quality Act (CEQA) as a ministerial project. Development Projects satisfying all of the objective planning standards of Government Code Section 65913.4(a) are subject to the streamlined, ministerial approval process provided by Government Code Section 65913.4(b) and (c). Based on the above exemption, the Community Development Director has determined that there is no substantial evidence that the proposed project may have a significant effect on the environment and that a Notice of Exemption may be filed.

Date	Joe Pearson II, Interim Planning and Environmental Services Manager

Oxnard Downtown Code – Downtown General Zone			
PZ-21-200-01: 536-538 Meta Street –Aspire 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**
Figure 16-147.4.A	**Lot Size (With Alley Access)**		
	Width (interior lot, other)	25 feet minimum/200 feet maximum	NA
	Width (Corner)	add 10% to minimum	150 ft
	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	224 ft (Existing)
Figure 16-147.4.A	**Lot Size (Without Alley Access)**		
	Width (interior lot)	50 feet minimum/150 feet maximum	NA
	Width (corner lot)	add 10% to minimum	NA
	Depth	90 feet minimum/140 feet maximum	NA
Figure 16-147.4.B	**Building Setbacks (Residential)**		
	Ground Floor Primary Street (Build-to Line)	10 feet to 15 feet	NA
	Ground Floor Side Street (Build-to Line)	10 feet to 15 feet	NA
	Ground Floor Side Yard	7 feet minimum	NA

	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	0 feet (Density Bonus Concession Requested)
	Distance Between Facing Garages on Alley	25 feet minimum	NA
	Amount of Facade at Build-to-Line	70 percent minimum	NA
	Roof Deck Setback From Facades	0 feet minimum	NA
Figure 16-147.4.B	**Building Setbacks (Non-Residential)**		
	Ground Floor Primary Street (Build-to Line)	0 feet or 10 feet	Consistent, 0 feet
	Ground Floor Side Street (Build-to Line)	0 feet to 10 feet	0 feet, 5ft at parking garage.
	Ground Floor Side Yard	0 feet	Consistent, 0 feet
	Ground Floor Rear with Alley	5 feet minimum	Consistent, 5 ft (east); 0 ft (north), Density Bonus Concession requested for north side to reduce from 5 ft to 0 ft.
	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, 80%
	Roof Deck Setback From Facades	0 feet minimum	Consistent, 0 ft
Figure 16-147.4.E	**Above Ground Parking Placement Setbacks**		

	Primary Street	*30 feet minimum, 18ft Director's Interpretation*	Consistent, 30 ft
	Side Street, within 75 feet of Front Property Line	*30 feet minimum 18ft Director's Interpretation*	NA
	Side Street, 75 feet back from Front Property Line	*0 feet minimum*	NA
	Side Yard	*0 feet minimum*	Consistent, 0 ft
	Rear (With or Without Alley)	*5 feet minimum*	Consistent, 5 ft (east); 0 ft (north), Density Bonus Concession requested for north side to reduce from 5 ft to 0 ft.
Figure 16-147.4.E	**Fully-subterranean Parking Placement Setbacks**		
	Primary Street	*18 feet minimum*	NA
	Side Street, within 75 feet of Front Property Line	*18 feet minimum*	NA
July 20Interpretation	**Side Street, 75 feet back from Front Property Line**	*0 feet minimum*	NA
	Side Yard	*0 feet minimum*	NA
	Rear (With or Without Alley)	*0 feet minimum*	NA
Figure 16-147.4.C	**Building Height**		
	Highest Top Plate	*81 feet maximum/102 feet maximum*[1]	Consistent, 56 ft
	Top of Parapet of Flat Roof	*85 feet maximum/106 feet maximum*[1]	Consistent, 60 ft
	Top of Pitched Roof Above Highest Top Plate	*85 feet maximum/106 feet maximum*[1]	NA
	Ground Floor Above Grade At Building Setback Line (Residential)	*1.5 to 4 feet maximum*	NA

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

	Ground Floor Above Grade At Building Setback Line (Non-Residential)	*0 feet maximum*	0 ft
	Ground Story Height	*12 feet minimum*	Consistent, 14.1 ft
	Ground Story Depth	*30 feet minimum* *18 ft Interpretation*	30 ft
Figure 16-147.4.D	**Massing Requirements**		
	Overall Building Dimensions For House-Form Buildings	*100 feet*	NA
	Primary Mass Width or Depth (House Form Massing)	*80 feet by 80 feet*	NA
	Secondary Mass Width or Depth (House Form Massing)	*20 feet*	NA
	Allowable Architectural Styles	*new traditional spanish revival* *victorian* *craftsman* *contemporary/modern* *art deco*	Consistent, Art Deco
Section 16-147.4.C.2	**Visitor/Pedestrian Access**		
Section 16-147.4.C.2.a	**Building Access**	Sidewalk access required via Table 16-150	Shopfront
Section 16-147.4.C.2.a	**Distance Between Entries on Each Building**	*50 feet maximum between entries*	Consistent, less than 50 ft
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**	*architectural treatment and materials must be designed to same level of primary frontage*	Consistent
Figure 16-147.4.E	**Required Parking Minimum**		

	Commercial	1 space/1,000 sf (minimum of 50% of the required parking must be in-lieu fee)	Consistent as conditioned, 1,768 sq ft commercial = 2 space total zero spaces provided, Consistent, subject to Density Bonus
	Residential (When Private Garages are Provided)	1. 1 space/unit for studios and 1-bedrooms 2. 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, subject to Density Bonus, 0.6 spaces/unit
	Loading Space	1 space, if no loading spaces or alley within 350 feet of the subject property	Consistent, alley adjacent to property
	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	NA
	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	Consistent, alley access provided

		provided via a rear service lane	
Table 16-152	**Private Open Space**	1. 5 percent of total lot area for lots ≤8,000sf **2. 10 percent of total lot area for lots >8,000sf** **3,354 sq ft required** (not including setback areas)	Consistent, 5,185 sq ft provided
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	NA
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	NA
Section 16-153	**Public Open Space Type**	Plaza Pocket Park Paseos Woonerf (July 20 Interpretation)	Paseo
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 **2,347.9 sf required** (not applicable to lots less than 20,000 sf)	5,606 ft public open space (Paseo)
Table 16-153.B	**Plaza**	25 feet x 50 feet minimum	NA
Table 16-153.C	**Pocket Park**	25 feet x 50 feet minimum	NA
Table 16-153.C.2.e	**Pocket Park hedges and walls**	36 inch maximum height	NA

Table 16-153.C.2.f	**Pocket Park Frontages**	mid-block: at least one public frontage corner: at least two public frontages	NA
Table 16-153.D	**Paseo**	10-25 feet wide minimum	25 feet, consistent
Table 16-152.I.1	**Limitation of Turf in Residential Development**	30 percent maximum	Consistent, none provided
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)	Landscaping and storage structure
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	Consistent, as conditioned
Table 16-149.A.3.c	**Illumination Levels**	1 foot candle minimum and 7 foot candle maximum.	Consistent, as conditioned
Table 16-149.A.3.d	**Landscape Coverage**	10 percent gross landscape coverage and	Consistent, as conditioned

		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 Interpretation	NA
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 Interpretation	N/A
Table 16-150	**Architectural Encroachment Into Setbacks**	*porch: up to 5 feet of sidewalk* *stoop: up to 1 foot of sidewalk* *terrace: within 1 foot of sidewalk* *dooryard: up to 1 foot of sidewalk* *shopfront: awning and canopy up to 2 feet of curb* *gallery: up to 3 feet of curb* *arcade: up to 3 feet of curb*	*shopfront: awning and canopy up to 2 feet of curb*

Allowed Private Frontages and Encroachment Standards
Table 16-150

Standard	Downtown Zones						
Type	DT E	DT E-O	DT G	DT C	Min ft Between PL and Façade[3]	Encroachment into setbacks	See Guidelines
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

Residential Ground Floor

Commercial Ground Floor

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 Interpretation) *Gallery* (November 23 Interpretation) *Arcade*	Shopfront, Common Entry
Table 16-150.C	**Porch**	25 feet minimum/200 feet maximum	
	Distance between Property Line and Facade	12 feet to 20 feet	NA
	Porch Depth (Between Wall and Inside Column Face)	7 feet minimum	NA
	Porch Width (Between Corner Column and Building Face)	10 feet minimum	NA
	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	NA
	Stoop Depth (Not Including Stairs)	4 feet minimum and 8 feet maximum	NA

	Stoop Floor Height (Measure From Adjacent Finished Grade)	18 inch minimum and 3 feet maximum	NA
	Planter/Fence Height	5 feet maximum	NA
	Setback From Back of Sidewalk	18 inch minimum	NA
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
	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	NA
	Awning/Canopy Depth	4 feet minimum and within 2 feet of curb maximum	NA
	Entry Distance to Back of Sidewalk	8 feet minimum and 20 feet maximum	Consistent, 10 ft
	Area of Outdoor Space (Does Not Include Public R.O.W)	150 square feet minimum	Consistent, 200 sq ft
	Glass Area of Ground Floor Lobby Wall Area	70 percent minimum	90 percent.

Table 16-150.H	**Shopfront**		
	Height to (clear)/top of shopfront	12 feet minimum and 18 feet maximum	12 ft
	Height to bottom of awning/canopy (clear)	8 feet minimum and 10 feet maximum	NA per fig. 16-150.GH.1
	Width of shopfront base	10 feet minimum and 20 feet maximum	14ft
	Height of shopfront base	6 inch minimum and 3 feet maximum	2.6 inches
	Glass area of ground floor wall area (each facade)	70 percent minimum	71% (Primary)
	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
	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)	10 ft max (Primary)
	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, Art Deco 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
	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, 7.6 ft min
Table 16-151.C	**Commercial Parking lane trees, where provided**	located every 2 to 6 spaces	NA
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	NA

Architectural Guidelines			
Table 16-156.A.i	**Bay windows**	8 foot maximum width height equal or greater than width 3 feet minimum from corner 50 percent transparency or greater.	NA
Table 16-156.A.j	**Door Glazing**	glazing must provide at least 90 percent visible light transmission	Consistent, as conditioned
Table 16-156.B.a	**Orientation to Public Space**	buildings must face open spaces and may not back on to open spaces.	NA
Table 16-156.B.d	**Residential Entry**	access from the sidewalk is required if the unit is within 5 feet of grade.	Consistent, no residential within 5 ft of grade
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	CMU Block, stucco, and wood.
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.	Aluminum (storefront)

Table 16-156.E.2.b	**Non Shopfront ground floor window**	window sills should be 4-8 feet from public sidewalks and open spaces	NA
Table 16-156.E.2.g	**Window Recesses**	minimum 2 inch recess from facade (Advisory)	Windows recessed 2 inches from the facade.
Table 16-156.F.1.e	**Balconies**	minimum of 5 feet in depth (Advisory)	6ft
Table 16-156.F.2.e	**Planter Boxes**	should be between 18 to 42 inches tall (cannot block windows)	NA
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
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	White and blue stucco,, CMU, Bronze stucco accent.
Table 16-156.H.1.d	**Gutters and Downspouts**	should be made of: galvanized steel copper pre-finished aluminum	Downspouts will be pre-finished aluminum match wall color.
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	Consistent, vents not visible from public and semi-public areas
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	Consistent, trash enclosure accessible from alley

		lots without alley access: must be screened and far from public view	
Table 16-156.I.5	**Fire Sprinklers**	should be building mounted rather than freestanding	Consistent, connections mounted in building wall
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	NA
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	NA

RESOLUTION NOS. 21-200-01, 21-535-01, & 21-310-01

A RESOLUTION OF THE COMMUNITY DEVELOPMENT DIRECTOR OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 20-200-06 (MAJOR DOWNTOWN DESIGN REVIEW PERMIT), 21-535-01 (DENSITY BONUS PERMIT), AND 21-310-01 (LOT MERGER) FOR CONSTRUCTION OF A 5-STORY, 88-UNIT (100% AFFORDABLE PROJECT) MIXED USE APARTMENT BUILDING INCLUDING COMMERCIAL/OFFICE SPACE, PARKING SPACES, LANDSCAPE AND INFRASTRUCTURE IMPROVEMENTS ON A 0.77-ACRE PROJECT SITE LOCATED AT 536-538 META STREET (APN: 201-0-213-080; 090; & 100), SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY LUIS HERNANDEZ, OF MANY MANSIONS, ON BEHALF OF PROPERTY OWNER MANY MANSIONS.

WHEREAS, on January 11, 2021, Luis Hernandez (the **"Applicant"** and/or **"Permittee"**), submitted a request to allow the construction a 5-story, 88-unit, mixed use affordable housing apartment building, located at 536-538 Meta Street (APN: 201-0-213-080; 090; & 100); and

WHEREAS, the Density Bonus application seeks three development Concessions/incentives pursuant to Government Code Section 65915(d) (State's Density Bonus law) to:

(1) Reduction of the required residential parking from 88 spaces to 53 residential spaces and reduction of the required commercial spaces from three (3) spaces to zero (0) spaces.
(2) Reduction of the side yard ground floor setback from 5 feet to zero feet.
(3) Reduction of the rear upper story setback for residential buildings from ten feet to zero feet.
(4) Reduction of the front yard setback for surface parking from 30 feet to 25 feet.; and

WHEREAS, on April 21, 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 Nos. 21-200-01 (Major Downtown Design Review Permit (DDRP), 21-535-01 (Density Bonus Permit), 21-310-01 (Lot Merger) to authorize the construction of a 5-story, 88-unit mixed use apartment building with 53 parking spaces, 2,781 sf total including lobby, laundry, & 1,768 s.f.common space with offices, restroom, & kitchenette, a 5,185 square-foot private open space courtyard, and a 5,606 square foot public open space (Paseo) on a 0.77-acre project site, located at 536-538 Meta Street (APN: 201-0-213-080; 090; & 100) in accordance with Section 16-146.1 of the Oxnard City Code; 21-535-04 (Density Bonus) requesting the ministerial approval of a Density Bonus Permit. The Density Bonus request will allow for four Density Bonus concessions pursuant to State Density Bonus Law (Government Code 65915) and Oxnard City Code Sections 16-410 and 16-420. (the **"Project"**); and

WHEREAS, on April 18, 2022, updated project plans and related materials were received, and deemed consistent with the City's objective standards and the project application was deemed Complete. This initiated a ministerial streamlined 90-day review as of April 18, 2022, pursuant to California Government Code Section 65913.4, that is to be completed by July 18, 2022; 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, Sections 15-11 and 15-267 of the Oxnard City Code authorizes the Community Development Director to approve a Lot Line Adjustment (Merger); and Section 16-410F(E) designates the Community Development Director as the approving authority for Density Bonus Permits, as the approver of the associated permits, which is identified as non-discretionary unless the City adopts written findings justifying the denial of the Density Bonus 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 Statutory Exemption pursuant to Senate Bill ("SB") 35 and Government Code Section 65913.4, as the project satisfies all of the objective planning standards of Government Code Section 65913.4(a) is subject to the streamlined, ministerial approval process provided in Government Code Section 65913.4(b) and (c). Therefore, pursuant to Government Code Section 65913.4 and Public Resources Code Section 21080(b)(1), the Streamlined Infill Project is Statutorily Exempt from the CEQA as a ministerial project.

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:

Downtown Design Review Permit Findings

(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 / office 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 mixed use building site is located at the end of a block on an infill lot adjacent to an alley. The ground floor of the building includes a common entry

providing pedestrian access to the commercial space and residential units from a shared lobby. The vertically proportioned 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 metal awnings over the common entry and over the vehicular entrances. The upper floors of the building feature windows vertically stacked above the shop fronts to create a human element to the five story building.

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. Lastly, measures to address potential air quality impacts have been incorporated into the conditions, which requires training for employees and residents, as well as alarm systems, and minor building features. 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 e (Site Design) and g (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 Shopfronts on the ground floor are 14 feet high and include awnings over the public right of way. The common entry into the lobby areas are 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 projections throughout the facades to convey a more human scale to the five story building. The building has openings in the facades to allow light and airflow into the center courtyard. The facade openings provide 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 floor of the building includes a common courtyard area that will be landscaped with palm trees, accent trees, and planters. The common area includes bench seating, tables, 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 e (Site Design), h (Landscaping and Open Space) and g (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 Shopfronts with a facade of CMU block and glass. The vertically proportioned window bays vary in width from 9 feet to 20 feet to modulate the ground floor. The top of the ground floor features a horizontal blue accent trim to maintain the organizational integrity of the facade. The upper floors (floors two through five) feature vertically proportioned windows. The building is topped with horizontal accents, including a blue accent which matches the accent that tops the ground floor. The horizontal accents help to visually differentiate the uses by creating a distinct base, middle, and top, while conveying a unified vision of a singular building.

The entrance to the building is emphasized with a recessed facade and awning located generally in the center of the frontage. The recessed entry and balconies on the upper floors modulates the frontage of the building. The building features projections in the form of awnings over the Shopfront, and alley side vehicle entries, as well as horizontal trims that simply project from the facade, and an identification sign on the corner of the top floor.

The project building includes materials that age well over time such as stone, stucco, 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 e (Site Design) and h (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 CMU block and glass and upper floor windows of apartments stacked above them on a stucco facade. The project building includes

materials that age well over time such as CMU, 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 g (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 awning that project into the right of way. The building has been designed in the Art Deco style. The primary and rear facades contain vertical projections above the roof line providing a vertical emphasis. The proposed building colors generally consist of smooth white stucco and a blue pastel color consistent with the Art Deco palettes. The building features Shopfronts on the ground floor that are made of clear glass in metal frames. The public and visitor building entrance to the upper floors are easily visible from the street and distinguishable by being located generally in the center of the facade. The ground floor CMU creates a strong base, with the lighter stucco and 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 e (Site Design), h (Landscaping and Open Space) and g (Building Design). Thus, the project substantially conforms to the Architectural Design Guidelines of Part 2 of the Downtown Code.

<u>Streamlined Infill Project Findings</u>

In accordance with Senate Bill 35 (Government Code Section 65913.4(a)), an applicant may submit an application for a development that is subject to the streamlined, ministerial approval process if the development satisfies all of the objective planning standards of Government Code Section 65913.4(a) as follows:

(1) The development is a multifamily housing development that contains two or more residential units.

The project is a multi-family housing development that contains 88 residential units.

(2) The development is located on a site that satisfies all of the following:

a. A site that is a legal parcel or parcels located in a city if, and only if, the city boundaries include some portion of either an urbanized area or urban cluster, as designated by the United States Census Bureau, or, for unincorporated areas, a legal parcel or parcels wholly within

the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.

Yes, the site is a legal parcel in the City of Oxnard in an urbanized area as designated by the United States Census Bureau (UACE 66673).

b. A site in which at least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses. For the purposes of this section, parcels that are only separated by a street or highway shall be considered to be adjoined.

Yes, at least 75% of the perimeter adjoins urban uses.

c. A site that is zoned for residential use or residential mixed-use development, or has a general plan designation that allows residential use or a mix of residential and nonresidential uses, with at least two-thirds of the square footage of the development designated for residential use.

Yes, the Project site is zoned for Downtown General (DT-G), which allows for multi-family developments and is located within the Downtown land use designation.

(3) If the development contains units that are subsidized, the development proponent already has recorded, or is required by law to record, a land use restriction for the following applicable minimum durations:

a. Fifty-five years for units that are rented.
b. Forty-five years for units that are owned.

The SB 35 Guidelines defines "subsidized" as "units that are price or rent restricted such that the units are permanently affordable to households meeting the definitions of very low and lower income, as defined in Sections 50079.5 and 50105 of the Health and Safety Code"

The project is a 100% affordable housing development containing 88 units (including a market-rate manager's unit). The applicant is required per the Conditions of Approval to record a covenant to the satisfaction of the City of Oxnard Housing Department for households earning between 30% to 80% of the Area Median Income for a period of 55 years, except for a maximum of 20 percent of the units in the development, including total units and density bonus units, may be for moderate-income households, as defined in Section 50053 of the

Health and Safety Code.. Therefore, the project meets the affordability requirements of SB 35.

(4) The development satisfies both of the following:

a. Is located in a locality that the department has determined is subject to this subparagraph on the basis that the number of units that have been issued building permits is less than the locality's share of the regional housing needs, by income category, for that reporting period. A locality shall remain eligible under this subparagraph until the department's determination for the next reporting period. A locality shall be subject to this subparagraph if it has not submitted an annual housing element report to the department pursuant to paragraph (2) of subdivision (a) of Section 65400 for at least two consecutive years before the development submitted an application for approval under this section.

b. The development is subject to a requirement mandating a minimum percentage of below market rate housing based on one of the following:

i. The locality did not submit its latest production report to the department by the time period required by Section 65400, or that production report reflects that there were fewer units of above moderate-income housing approved than were required for the regional housing needs assessment cycle for that reporting period. In addition, if the project contains more than 10 units of housing, the project seeking approval dedicates a minimum of 10 percent of the total number of units to housing affordable to households making below 80 percent of the area median income. If the locality has adopted a local ordinance that requires that greater than 10 percent of the units be dedicated to housing affordable to households making below 80 percent of the area median income, that zoning ordinance applies.

ii. The locality did not submit its latest production report to the department by the time period required by Section 65400, or that production report CPC-2019-2592-DB-CU-SIP F-3 reflects that there were fewer units of housing affordable to households making below 80 percent of the area median income that were issued building permits than were required for the regional housing needs assessment cycle for that reporting period, and the project seeking approval dedicates 50 percent of the total number of units to housing affordable to households making below 80 percent of the area median

income, unless the locality has adopted a local ordinance that requires that greater than 50 percent of the units be dedicated to housing affordable to households making below 80 percent of the area median income, in which case that ordinance applies.

iii. The locality did not submit its latest production report to the department by the time period required by Section 65400, or if the production report reflects that there were fewer units of housing affordable to any income level described in clause (i) or (ii) that were issued building permits than were required for the regional housing needs assessment cycle for that reporting period, the project seeking approval may choose between utilizing clause (i) or (ii).

On February 1, 2018, the California Department of Housing and Community Development ("HCD") released maps showing which cities and counties in California are subject to streamlined housing development under SB 35 as the City of Oxnard has not met housing goals for below moderate income units . The City of Oxnard is subject to SB 35. Projects are required to provide 50 percent of the total (base density) for lower-income households to qualify under SB 35.

The project is a 100% affordable housing development containing 88-units (including a market-rate manager unit). The applicant is required per the Conditions of Approval to record a covenant to the satisfaction of the City of Oxnard Housing Department for households earning between 30% to 80% of the Area Median Income for a period of 55 years, except for a maximum of 20 percent of the units in the development, including total units and density bonus units, may be for moderate-income households, as defined in Section 50053 of the Health and Safety Code.. Therefore, the project meets the affordability requirements of SB 35.

(5) The development, excluding any additional density or any other concessions, incentives, or waivers of development standards granted pursuant to the Density Bonus Law in Section 65915, is consistent with objective zoning standards and objective design review standards in effect at the time that the development is submitted to the local government pursuant to this section. For purposes of this paragraph, "objective zoning standards" and "objective design review standards" mean standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or CPC-2019-2592-DB-CU-SIP F-4 criterion available and knowable by both the development applicant or proponent and the public official prior to

submittal. These standards may be embodied in alternative objective land use specifications adopted by a city or county, and may include, but are not limited to, housing overlay zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances, subject to the following:

a. A development shall be deemed consistent with the objective zoning standards related to housing density, as applicable, if the density proposed is compliant with the maximum density allowed within that land use designation, notwithstanding any specified maximum unit allocation that may result in fewer units of housing being permitted.

b. In the event that objective zoning, general plan, or design review standards are mutually inconsistent, a development shall be deemed consistent with the objective zoning standards pursuant to this subdivision if the development is consistent with the standards set forth in the general plan.

The City's 2030 General Plan land use designation for the subject site is Downtown which allows mid-rise residential housing. The Downtown General zoning does not have an established maximum density, as the Downtown Code is a form based code. Therefore, the 88-unit project is allowed subject to conformance with the objective standards of the Downtown Code. The 88-unit Project is found consistent with the General Plan land use designation with the density allowed by both the Downtown General designation and the State Density Bonus.

With the exception of four non-discretionary Density Bonus concessions regarding parking and setback reductions, the proposed apartment complex has been designed to be in conformance with the General Plan and Oxnard Downtown Code, including the Downtown General Zone. The construction of the proposed apartment complex and associated improvements does not change the land use of the subject site. The project site is not subject to a Specific Plan.

Pursuant to the State Density Bonus Law, the City must grant up to four (4) concessions for this 100% affordable project per Government Code Section 65915. However, the applicant only requests one (1) concession and provides justifications:

1. Concession from Zoning Code 16-362F: Private Balcony.
   a. Eliminate the requirement to provide private balconies. Private balconies have an estimated construction costs of approximately $10,000/unit. Eliminating balconies from this Project would result in actual, identifiable cost reductions of approximately $1,500,000 from the total development costs. Interior closet and storage space has been designed within each unit, as well as ample communal outdoor open space to accommodate residents.
2. Acknowledge the Density Bonus eligible vehicle parking ratios for the project

meets the criteria of Government Code Section 65915: Total Required Parking.

b. The AAHOP zoning code requires 273 total parking spaces. However, the project is only required to provide 212 off-street parking spaces pursuant to Government Code Section 65915(p), the State's Density Bonus Law, as demonstrated in the following table.

PARKING TABLE BREAKDOWN AND DISTRIBUTION PER CALIFORNIA GOVERNMENT CODE SECTION 65915(p)					
BEDROOM COUNT	# OF UNITS	OFF-STREET REQUIRED	PARKING		NOTE
			REQUIRED	PROVIDED	
1-Bed	27	1 Parking Stall	27	252	The project provides 40 more parking spaces than required by Government Code Section 65915
2 to 3 Bedrooms	123	1.5 Parking Per Unit	185		
Visitor Parking		No Visitor Parking Required	0		
		Total:	212	252	

This project is proposing 252 total parking spaces, which equates to 1 stall per 1 bedroom units, 1.5 stalls per 2 bedroom units, and 2 stalls per 3 bedroom units. The reduced parking results in actual, identifiable cost reductions by reducing the costs associated with providing 21 additional parking spaces. It also reduces the cost per square foot of developing residential units, because the reduction allows for the accommodation of more units onsite without increasing land costs. The applicant's Property Management team has verified that the proposed parking ratio meets the long-term needs of the development and is consistent with other applicant projects.

No other concessions, incentives, or waivers of development standards are requested or granted as part of the subject determination. The development, excluding any additional density or any other concessions, incentives, or waivers of development standards granted pursuant to the State Density Bonus Law (Government Code Section 65915), is consistent with objective zoning and design review standards in effect at the time that the development was submitted to the City of Oxnard.

(6) The development is not located on a site that is any of the following:

a. A coastal zone, as defined in Division 20 (commencing with Section 30000) of the Public Resources Code.

The Project site is not located within the Coastal Zone.

b. **Either prime farmland or farmland of statewide importance, as defined pursuant to United States Department of Agriculture land inventory and monitoring criteria, as modified for California, and designated on the maps prepared by the Farmland Mapping and Monitoring Program of the Department of Conservation, or land zoned or designated for agricultural protection or preservation by a local ballot measure that was approved by the voters of that jurisdiction.**

   The Project site is not defined as prime farmland or farmland of statewide importance.

c. **Wetlands, as defined in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).**

   The Project site is not defined as a wetland.

d. **Within a very high fire hazard severity zone, as determined by the Department of Forestry and Fire Protection pursuant to Section 51178, or within a high or very high fire hazard severity zone as indicated on maps adopted by the Department of Forestry and Fire Protection pursuant to Section 4202 of the Public Resources Code. This subparagraph does not apply to sites excluded from the specified hazard zones by a local agency, pursuant to subdivision (b) of Section 51179, or sites that have adopted fire hazard mitigation measures pursuant to existing building standards or state fire mitigation measures applicable to the development.**

   The Project site is not located within a very high fire hazard severity zone.

e. **A hazardous waste site that is listed pursuant to Section 65962.5 or a hazardous waste site designated by the Department of Toxic Substances Control pursuant to Section 25356 of the Health and Safety Code, unless the Department of Toxic Substances Control has cleared the site for residential use or residential mixed uses.**

   The Project site is not a hazardous waste site per the Envirostar listing.

f. **Within a delineated earthquake fault zone as determined by the State Geologist in any official maps published by the State Geologist, unless the development complies with applicable seismic protection building code standards adopted by the California Building Standards**

Commission under the California Building Standards Law (Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code), and by any local building department under Chapter 12.2 (commencing with Section 8875) of Division 1 of Title 2.

The Project site is not located in a delineated earthquake fault zone pursuant to the Alquist-Priolo Act.

g. **Within a floodplain as determined by maps promulgated by the Federal Emergency Management Agency, unless the development has been issued a flood plain development permit pursuant to Part 59 (commencing with Section 59.1) and Part 60 (commencing with Section 60.1) of Subchapter B of Chapter I of Title 44 of the Code of Federal Regulations.**

The Project site is not located within a special flood hazard area. The applicable FEMA designated flood zone is X500.

h. **Within a floodway as determined by maps promulgated by the Federal Emergency Management Agency, unless the development has received a no-rise certification in accordance with Section 60.3(d)(3) of Title 44 of the Code of Federal Regulations.**

The Project site is not located within a special flood hazard area. The applicable FEMA designated flood zone is X500.

i. **Lands identified for conservation in an adopted natural community conservation plan pursuant to the Natural Community Conservation Planning Act (Chapter 10 (commencing with Section 2800) of Division 3 of the Fish and Game Code), habitat conservation plan pursuant to the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), or other adopted natural resource protection plan.**

The Project site is not identified for conservation in an adopted natural community conservation plan or habitat conservation plan.

j. **Habitat for protected species identified as candidate, sensitive, or species of special status by state or federal agencies, fully protected species, or species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10**

(commencing with Section 1900) of Division 2 of the Fish and Game Code).

The Project site does not contain habitat for protected species identified as candidate, sensitive, or species of special status.

k. Lands under conservation easement.

The Project site is not under a conservation easement.

(7) The development is not located on a site where any of the following apply:

a. The development would require the demolition of the following types of housing:

i. Housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.

ii. Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.

iii. Housing that has been occupied by tenants within the past 10 years.

b. The site was previously used for housing that was occupied by tenants that was demolished within 10 years before the development proponent submits an application under this section.

c. The development would require the demolition of a historic structure that was placed on a national, state, or local historic register prior to the submission of an application.

d. The property contains housing units that are occupied by tenants, and units at the property are, or were, subsequently offered for sale to the general public by the subdivider or subsequent owner of the property.

The Project site does not currently contain any residential units. There are no residential units built or demolished on the property in the last 10 years; therefore, no AB 2556 replacement affordable units are required. The project site has not been identified as a historic resource by local, state or federal agencies. The project does not involve the demolition of a historic structure that was placed on a national, state, or local historic register prior to the submission of the application.

(8) The development proponent has done both of the following, as applicable:

a. Certified to the locality that either of the following is true, as applicable:

i. **The entirety of the development is a public work for purposes of Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code.**

ii. **If the development is not in its entirety a public work, that all construction workers employed in the execution of the development will be paid at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the Labor Code, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards may be paid at least the applicable apprentice prevailing rate. If the development is subject to this subparagraph, then for those portions of the development that are not a public work all of the following shall apply:**

1. **The development proponent shall ensure that the prevailing wage requirement is included in all contracts for the performance of the work.**
2. **All contractors and subcontractors shall pay to all construction workers employed in the execution of the work at least the general prevailing rate of per diem wages, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards may be paid at least the applicable apprentice prevailing rate.**
3. **Except as provided in subclause (V), all contractors and subcontractors shall maintain and verify payroll records pursuant to Section 1776 of the Labor Code and make those records available for inspection and copying as provided in therein. IV. Except as provided in subclause (V), the obligation of the contractors and subcontractors to pay prevailing wages may be enforced by the Labor Commissioner through the issuance of a civil wage and penalty assessment pursuant to Section 1741 of the Labor Code, which may be reviewed pursuant to Section 1742 of the Labor Code, within 18 months after the completion of the development, by an underpaid worker through an administrative complaint or civil action, or by a joint labor-management committee though a civil action under Section 1771.2 of the Labor Code. If a civil wage and penalty assessment is issued, the contractor, subcontractor, and surety on a**

bond or bonds issued to secure the payment of wages covered by the assessment shall be liable for liquidated damages pursuant to Section 1742.1 of the Labor Code.

4. **Subclauses (III) and (IV) shall not apply if all contractors and subcontractors performing work on the development are subject to a project labor agreement that requires the payment of prevailing wages to all construction workers employed in the execution of the development and provides for enforcement of that obligation through an arbitration procedure. For purposes of this clause, "project labor agreement" has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.**
5. **Notwithstanding subdivision (c) of Section 1773.1 of the Labor Code, the requirement that employer payments not reduce the obligation to pay the hourly straight time or overtime wages found to be prevailing shall not apply if otherwise provided in a bona fide collective bargaining agreement covering the worker. The requirement to pay at least the general prevailing rate of per diem wages does not preclude use of an alternative workweek schedule adopted pursuant to Section 511 or 514 of the Labor Code.**

b.

i. For developments for which any of the following conditions apply, certified that a skilled and trained workforce shall be used to complete the development if the application is approved:

1. **On and after January 1, 2018, until December 31, 2021, the development consists of 75 or more units that are not 100 percent subsidized affordable housing and will be located within a jurisdiction located in a coastal or bay county with a population of 225,000 or more.**
2. **On and after January 1, 2022, until December 31, 2025, the development consists of 50 or more units that are not 100 percent subsidized affordable housing and will be located within a jurisdiction located in a coastal or bay county with a population of 225,000 or more.**
3. **On and after January 1, 2018, until December 31, 2019, the development consists of 75 or more units that are not 100 percent subsidized affordable housing and will**

be located within a jurisdiction with a population of fewer than 550,000 and that is not located in a coastal or bay county.

4. **On and after January 1, 2020, until December 31, 2021, the development consists of more than 50 units and will be located within a jurisdiction with a population of fewer than 550,000 and that is not located in a coastal or bay county.**
5. **On and after January 1, 2022, until December 31, 2025, the development consists of more than 25 units and will be located within a jurisdiction with a population of fewer than 550,000 and that is not located in a coastal bay county.**

ii. **For purposes of this section, "skilled and trained workforce" has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.**

iii. **If the development proponent has certified that a skilled and trained workforce will be used to complete the development and the application is approved, the following shall apply:**

1. **The applicant shall require in all contracts for the performance of work that every contractor and subcontractor at every tier will individually use a skilled and trained workforce to complete the development.**
2. **Every contractor and subcontractor shall use a skilled and trained workforce to complete the development.**
3. **Except as provided in subclause (IV), the applicant shall provide to the locality, on a monthly basis while the development or contract is being performed, a report demonstrating compliance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code. A monthly report provided to the locality pursuant to this subclause shall be a public record under the California Public Records Act (Chapter 3.5 (commencing with Section 6250) of Division 7 of Title 1) and shall be open to public inspection. An applicant that fails to provide a monthly report demonstrating compliance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code shall be subject to a civil penalty of ten thousand dollars ($10,000) per month for each month for which the report has not been provided.**

Any contractor or subcontractor that fails to use a skilled and trained workforce shall be subject to a civil penalty of two hundred dollars ($200) per day for each worker employed in contravention of the skilled and trained workforce requirement. Penalties may be assessed by the Labor Commissioner within 18 months of completion of the development using the same procedures for issuance of civil wage and penalty assessments pursuant to Section 1741 of the Labor Code, and may be reviewed pursuant to the same procedures in Section 1742 of the Labor Code. Penalties shall be paid to the State Public Works Enforcement Fund.

4. **Subclause (III) shall not apply if all contractors and subcontractors performing work on the development are subject to a project labor agreement that requires compliance with the skilled and trained workforce requirement and provides for enforcement of that obligation through an arbitration procedure. For purposes of this subparagraph, "project labor agreement" has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.**

iv. **Notwithstanding subparagraphs (A) and (B), a development that is subject to approval pursuant to this section is exempt from any requirement to pay prevailing wages or use a skilled and trained workforce if it meets both of the following:**

1. **The project includes 10 or fewer units.**
2. **The project is not a public work for purposes of Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code.**

The project is conditioned to meet the above requirements of Government Code Section 65913.4(a).

(9) The development did not or does not involve a subdivision of a parcel that is, or, notwithstanding this section, would otherwise be, subject to the Subdivision Map Act (Division 2 (commencing with Section 66410)) or any other applicable law authorizing the subdivision of land, unless either of the following apply:

a. **The development has received or will receive financing or funding by means of a low-income housing tax credit and is subject to the**

requirement that prevailing wages be paid pursuant to subparagraph (A) of paragraph (8).

b. The development is subject to the requirement that prevailing wages be paid, and a skilled and trained workforce used, pursuant to paragraph (8).

There is no subdivision entitlement requested as part of the project.

(10) The development shall not be upon an existing parcel of land or site that is governed under the Mobilehome Residency Law (Chapter 2.5 (commencing with Section 798) of Title 2 of Part 2 of Division 2 of the Civil Code), the Recreational Vehicle Park CPC-2019-2592-DB-CU-SIP F-10 Occupancy Law (Chapter 2.6 (commencing with Section 799.20) of Title 2 of Part 2 of Division 2 of the Civil Code), the Mobilehome Parks Act (Part 2.1 (commencing with Section 18200) of Division 13 of the Health and Safety Code), or the Special Occupancy Parks Act (Part 2.3 (commencing with Section 18860) of Division 13 of the Health and Safety Code).

The Mobilehome Residency Law and related regulations are not applicable to the site.

Therefore, as provided above, the development satisfies all of the objective planning standards of Government Code Section 65913.4(a), and is therefore subject to the streamlined, ministerial approval process provided in Government Code Section 65913.4(b) and (c).

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 Statutorily exempt from CEQA pursuant to Senate Bill ("SB") 35 and Government Code Section 65913.4, a project that satisfies all of the objective planning standards of Government Code Section 65913.4(a) is subject to the streamlined, ministerial approval process provided in Government Code Section 65913.4(b) and (c). Therefore, pursuant to Government Code Section 65913.4 and Public Resources Code Section 21080(b)(1), the Streamlined Infill Project is Statutorily Exempt from the California Environmental Quality Act ("CEQA") as a ministerial project. 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. 21-200-01 (Major Downtown Design Review Permit), 21-535-01 (Density Bonus), and 21-300-01 (Lot Merget), subject to the attached conditions of approval.

SECTION 5. 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(B) of the Oxnard City Code.

CONDITIONS OF APPROVAL

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 stamped approved June 27, 2022, ("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. If Developer has not met the 36-month deadline, Developer may seek a further extension of the deadline based upon providing proof of compliance with Government Code 65913.4. (PL, *G-3*)

4. All required off-site and on-site improvements for the project, including structures, paving, and landscaping, shall be completed prior to occupancy unless the Development Services

Manager allows Developer to provide security or an executed agreement approved by the City Attorney to ensure completion of such improvements. (DS, *G-4*)

5. By commencing any activity related to the project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, *G-5*)

6. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process. (CA, *G-6*)

7. 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 agrees that the project has aesthetic impacts arising from conversion of undeveloped land to developed land, which the landscaping improvements for the project are intended to mitigate. Developer further agrees that the landscaping improvements must be maintained in order to continue to mitigate such impacts. In order to provide for such maintenance, Developer has agreed to enter into an agreement with the City to cast a ballot in favor of formation of an assessment district to fund such maintenance and in favor of assessments on the project property. In the event that such an assessment district is not formed, Developer agrees to fund such maintenance. Before or during escrow for the sale of property within the project, Developer shall provide future buyers with a document disclosing, in large type, that the project property is subject to annual assessments for landscape maintenance, and stating the probable range of dollar amounts of such assessments for the next fiscal year. To confirm that the buyer has read the document, Developer shall require the buyer to sign the document. Developer shall retain all such documents for at least three years and shall allow the City to inspect and copy all such documents upon reasonable request. (PK, *PK-18*)

27. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, *PK-22*)

28. 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)

29. 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)

30. 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)

31. Consistent with the City Council Resolution 14,741 which declared a continuance of the Stage 2 water shortage condition within the City of Oxnard, the project is required to implement and maintain the follow mandatory water conservation requirements for as long as City Council Resolution 14,741 is in effect:

    a. The use of potable water in a fountain or other decorative water feature is prohibited, except where the water is part of a recirculating system.

    b. Watering of lawns, ornamental turf, trees, shrubs, vegetation, landscape and other outside irrigation is prohibited except between 4:00 p.m. and 9:00 a.m. or 6:00 p.m. and 9:00 a.m. during daylight savings. Additionally, watering is limited to no more than twice a week and only on the designated days per odd and even addresses. Exceptions to allow for irrigation outside of the designated periods include (1) watering of newly installed, drought-tolerant landscapes for up to 1 year after planting, and (2) hand watering of potted plants or stressed vegetation with use of a container (e.g., bucket or watering can) or a hose fitted with a shut-off valve.

    c. Irrigation of newly constructed home and building exteriors with potable water is prohibited unless drip or microspray systems are used.

    d. Irrigation of ornamental turf on public medians with potable water is prohibited.

    e. Irrigation of park and school ground areas with potable water will only be permitted during the twice weekly designated irrigation periods noted above in this condition and only if necessary. Sport activity fields may irrigate more frequently, but only as necessary to maintain playing surface quality.

    f. Application of potable water to landscapes during and within 48 hours after measurable rainfall is prohibited.

PLANNING DIVISION STANDARD CONDITIONS

32. 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)

33. 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*)

34. 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*)

35. 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*)

36. 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*)

37. 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)

38. 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.

39. 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*)

40. 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*)

41. 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*)

42. 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*)

43. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, *PL-13*)

44. 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*)

45. 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*).

46. 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*)

47. 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)*

48. 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)*

49. 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)*

50. 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)

51. 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*)

52. Developer shall pay Park and Recreation 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*)

53. 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*)

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*)

PLANNING DIVISION SPECIAL CONDITIONS

56. The Project approval for PZ 21-200-01 is not in effect until such time as implementation of the Lot Line Adjustment (Merger). Prior to building permit issuance, the applicant and property owner shall complete final recordation of a Lot Line Adjustment (Merger) of the lots identified by APNs: 201-0-213-080 and 090. Assessor Parcel Number 201-0-213-100, must also be included in the lot merger, unless an alternative agreement is approved at the sole discretion of the City of Oxnard Attorney's office. Copies of the associated recorded documents and deed shall be filed with the Planning Division. This Lot Line Adjustment (Merger) filed with Planning and Zoning Permit No. 21-310-01, Lot Line Adjustment (Merger), is approved in concept by the Community Development Director. (PL)

57. Pursuant to Oxnard City Code (OCC) Section 16-153 Public Open Space, the Developer shall provide a public open space in the form of a Public Paseo onsite. The Developer/Property Owner shall enter into an agreement with the City and/or provide a public easement, as determined by and to the satisfaction of the City Attorney, prior to the issuance of a Certificate of Occupancy. The agreement shall ensure the public availability, appropriate signage, and long term maintenance of the public open space.

58. The project is subject to a prevailing wage requirement. In accordance with Government Code Section 65913.4(a)(8), the applicant shall provide the following to the Department of City Planning:
    a. A signed Pre-construction Agreement in a form acceptable to the City Attorney, prior to issuance of any building permit, which covers the following:
        i. All construction workers employed in the execution of the development will be paid at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the California Labor Code, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards shall be paid at least the applicable apprentice prevailing rate.
        ii. The development proponent shall ensure that the prevailing wage requirement is included in all contracts for the performance of the work.
        iii. All contractors and subcontractors shall pay to all construction workers employed in the execution of the work at least the general prevailing rate of per diem wages, except that apprentices registered in programs approved by the Chief of the Division of Apprenticeship Standards shall be paid at least the applicable apprentice prevailing rate.
        iv. Except as provided in subclause (vi), all contractors and subcontractors shall maintain and verify payroll records pursuant to Section 1776 of the Labor Code and make those records available for inspection and copying as provided in Sections 1776 and 1812 of the Labor Code.
        v. Except as provided in subclause (vi), the obligation of the contractors and subcontractors to pay prevailing wages may be enforced by the Labor Commissioner through the issuance of a civil wage and penalty assessment pursuant to Section 1741 of the Labor Code, which may be

reviewed pursuant to Section 1742 of the Labor Code, within 18 months after the completion of the development, by an underpaid worker through an administrative complaint or civil action, or by a joint labor management committee though a civil action under Section 1771.2 of the Labor Code. If a civil wage and penalty assessment is issued, the contractor, subcontractor, and surety on a bond or bonds issued to secure the payment of wages covered by the assessment shall be liable for liquidated damages pursuant to Section 1742.1 of the Labor Code.

vi. Subclauses (iv) and (v) shall not apply if all contractors and subcontractors performing work on the development are subject to a project labor agreement that requires the payment of prevailing wages to all construction workers employed in the execution of the development and provides for enforcement of that obligation through an arbitration procedure. For purposes of this clause, "project labor agreement" has the same meaning as set forth in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

vii. Notwithstanding subdivision (c) of Section 1773.1 of the Labor Code, the requirement that employer payments not reduce the obligation to pay the hourly straight time or overtime wages found to be prevailing shall not apply if otherwise provided in a bona fide collective bargaining agreement covering the worker. The requirement to pay at least the general prevailing rate of per diem wages does not preclude use of an alternative workweek schedule adopted pursuant to Section 511 or 514 of the Labor Code.

b. Bond. A Bond may be required to ensure compliance.

59. 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.

60. 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 non-residential (commercial / office) parking spaces. 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.

61. 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)

62. 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)

63. 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)

64. 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.

65. 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.

66. 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.

67. 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)

68. The Developer shall adhere to any recommendations from the FAA for marking or lighting. (PL)

69. Short-Term and Long-term bike parking shall be provided in compliance with the Bicycle and Pedestrian Master Plan. Short-Term space shall be provided at the rate of 0.05 spaces

for each bedroom. Long-Term space shall be provided at the rate of 0.15 spaces for each bedroom.

70. The project is conditioned for the following details to be added to the construction plans to be consistent with the Downtown Code requirements. The construction plans shall include the following prior to the project being submitted for the initial plan check to Building and Engineering.
    a. Window Recess
    b. Exterior Lighting
    c. Window Tint

Air Quality

71. Developer shall ensure that all construction equipment is maintained and tuned to recommended manufacturer's specifications. (MND, C-1)

72. 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)

73. 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)

74. 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)

75. 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)

76. 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)

77. 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)

78. 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 APDC regularities regarding Asbestos (Rule 63.7). (MND, C-8)

79. 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)

80. 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

81. 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)

82. 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

83. Based on the unit count proposed, nine (9) of the 88 units being developed must be affordable units, pursuant to Part 4 of City Ordinance 2980. Applicant may elect to restrict units at a lower level of affordability but this is the minimum requirement.

84. Fifty percent (50%) of the affordable units offered for rent must be made available to very low-income households, as set forth in the California Health and Safety Code 50105 and fifty percent (50%) of the affordable units must be offered for rent to low-income households, as set forth in the California Health and Safety Code 50079.5. For purposes of determining tenant eligibility, Owner and Developer or Property Manager shall use the annual income limits for Low Income and Very Low-Income Households, respectively, published by the California Department of Housing and Community Development (HCD).

85. Affordable Rent (Low Income Units)– For Low Income Households, "Affordable Rent" shall be inclusive of a reasonable utility allowance and not exceed one- twelfth (1/12) times the product of thirty percent (30%) times eighty percent (80%) of Area Median Income (AMI) adjusted for family size appropriate to the Affordable Unit for households earning less than or equal to eighty percent (80%) of the AMI for the Ventura County Metropolitan Statistical Area as set forth in the sections 6918 and 6932 of Title 25 of the California Code of Regulations, unless another subsidy program is used, in which case the stricter requirement shall be applied. For purposes of calculating Affordable Rent, Owner and Developer or Property Manager shall use the Area Median Income for Ventura County as published annually by the California Department of Housing and Community Development (HCD)., as opposed to HCD's annual published income limits, which are used to determine tenant eligibility.

86. Affordable Rent (Very Low-Income Units) – For Very-Low Income Households, "Affordable Rent" shall be inclusive of a reasonable utility allowance and not exceed one- twelfth (1/12) times the product of thirty percent (30%) times fifty percent (50%) of area median income adjusted for family size appropriate to the Affordable Unit for households earning less than or equal to fifty percent (50%) of the AMI for Ventura County Metropolitan Statistical Area as set forth in the sections 6918 and 6932 of Title 25 of the California Code of Regulations, unless another subsidy program is used, in which case the stricter requirement shall be applied. For purposes of calculating Affordable Rent, Owner and Developer or Property Manager shall use the Area Median Income for Ventura County as published annually by the

California Department of Housing Community Development (HCD), as opposed to HCD's annual published income limits, which are used to determine tenant eligibility.

87. The affordable units must include: Three (3) one-bedroom units and two (2) two-bedroom unit offered for rent to very low-income households with annual incomes as defined in Health and safety Code 50105. Two (2) 1-bedroom units, two (2) two-bedroom units offered for rent to low income households as defined in Health and Safety Code 50079.5. (In accordance with Part 4 of Ordinance 2980)

88. Owner/Developer must 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 from the date the first unit in the development is offered for rent. Applicant must contact the Housing Department for review and approval of affordability covenants prior to recordation.

89. The Affordable Housing Agreement shall, among other things, specify the number of affordable units by number of bedrooms, level of affordability, and standards for qualifying household incomes or other qualifying criteria. The City may collect a City monitoring fee, as approved by City Council Resolution.

90. The affordable units must be designed and constructed to be architecturally consistent with and qualitatively similar to other unrestricted units in the project.

91. Prior to offering the affordable units for rent, the owner/developer must submit to the Housing Director the proposed location and rental amounts for the affordable units for review and approval and the dates which the units will be offered for rent.

92. Prior to issuance of a certificate of occupancy, Developer and Owner shall obtain a clearance form from the Housing Department certifying that the required number of affordable units are being offered at affordable rents and that a management plan, prepared by the Developer and Owner, for the operation and management of the Affordable Rental Units has been submitted to the Housing Department and approved by the Housing Director. Affordable units shall include affordable units required to satisfy the City's Inclusionary Housing Requirements under City Ordinance 2980 and State Density Bonus Units. Owner/Developer shall provide a copy of the clearance form issued by the Housing Department to the project planner prior to issuance of the certificate of occupancy.

<u>Density Bonus Requirements</u>

93. This project is receiving four density bonus concessions. Pursuant to Government Code 65915(b)(1)(G) one hundred percent of all units in the development, including total units and density bonus units, but exclusive of a manager's unit, must be made available for lower income households, as defined by Section 50079.5 of the Health and Safety Code., except

that up to 20 percent of the units in the development, including total units and density bonus units, may be for moderate-income households, as defined in Section 50053 of the Health and Safety Code.

94. Of the 88 units being developed, exclusive of a manager's unit, the rent for at least 20 percent of the units (18 units) in the development, including both base density and density bonus units, shall be set at an affordable rent as defined in Section 50053 of the Health and Safety Code. The rent for at least 80% of the units in the development, inclusive of both base density and density bonus units, must be set at an amount consistent with the maximum rent levels for a housing development that receives an allocation of state or federal low-income housing tax credits from the California Tax Credit Allocation Committee, as set forth in Government Code 65915 (c)(1)(B)(ii)(II).

95. Prior to issuance of building permits, Owner/Developer shall enter into a Density Bonus Agreement approved by the City Attorney and Housing Director ensuring the continued affordability of the units which qualified the owner/developer for a Density Bonus. The agreement shall be recorded in the Office of the Ventura County Recorder. The term of the agreement shall be for a minimum of 55 years.

96. The Density Bonus Agreement shall, among other things, specify the number of affordable units by number of bedrooms, level of affordability, collection of an annual City monitoring fee, and standards for qualifying household incomes or other qualifying criteria.

97. Prior to offering the affordable units for rent, the Owner/Developer must submit to the Housing Director the proposed rental amounts for the affordable units for review and approval.

DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

98. 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)

99. 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)

100. Developer shall submit improvement plans and drainage calculations demonstrating that storm drain runoff from the project property and all upstream areas will be safely conveyed to an approved drainage facility. The design and conveyance route shall be compatible

with the City's Master Plan of Drainage and shall be approved by the City Engineer prior to approval of improvement plans. (DS-4)

101. Developer shall protect building pads from inundation during a 1% chance (100-year) storm. (DS-5)

102. Developer shall replace all broken, uplifted, or missing curb, gutter, or sidewalk along the street frontage(s) of the project. (DS-6)

103. 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)

104. Developer's site improvement plans shall include an on-site sewer plan. (DS-10)

105. 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)

106. 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)

107. 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)

108. 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)

109. 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)

110. 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)

111. 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)

112. 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)

113. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)

114. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)

115. 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)

116. "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)

117. 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)

118. 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)

119. 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)

120. Developer shall design all slopes steeper than 5 (horizontal) to 1 (vertical) with a minimum 18- inch wide level area (at both top and bottom of slope) where it adjoins a wall, fence, sidewalk, trail, curb or similar improvement. (DS-32)

121. 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)

122. Prior to issuance of a site improvement permit, Developer shall provide to the City Engineer easements or written consent (as determined appropriate by the Development Services Director) from all affected landowners for any diversion of historical flows or change in drainage conditions caused by the project. (DS-36)

123. 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)

124. 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)

125. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)

126. 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)

127. Developer shall provide soils reports, "R" value tests, and compaction tests for all streets. Determination of the actual structural sections shall be based on City's design procedure, "R" value tests of in-place soils, and approved traffic indices. (DS-53)

128. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed. (DS-54)

129. 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)

130. Developer shall improve and upgrade the alley adjacent to the project property to City standards in effect at the time Developer submits grading or site improvement plans. (DS-66)

131. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)

132. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer. (TR-73)

133. All pavement marking and sign plans shall be prepared by a registered California traffic engineer and approved by the City Engineer prior to issuance of a grading, site improvement or a building permit. (TR-74)

134. Prior to issuance of a grading, building or demolition permit and prior to commencement of any clearing, grading or excavation, Developer shall prepare a Local Stormwater Pollution Prevention Plan ("Local SWPPP".) The Local SWPPP shall be developed and implemented in accordance with requirements of the Ventura Countywide MS4 Permit. The Local SWPPP shall be approved by the City Engineer prior to issuance of a site improvement/grading permit. Developer shall keep the Local SWPPP updated to reflect current site conditions and a copy of the Local SWPPP shall be kept onsite and available for City or designated representative to review upon request. (DS-87)

135. Developer shall pay to the County of Ventura a road mitigation fee in accordance with the agreement between the City and the County of Ventura. Proof of payment shall be provided to the Development Services Division prior to issuance of a building permit. (DS-105)

DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS

136. Prior to issuance of a grading/site improvement permit, Developer shall provide evidence of recordation of a lot merger (PZ 21-310-01) combining the underlying parcels (APN 201-0-213-080; 090; & 100) into a single legal lot. If permitted by the Community Development Director, Developer may in lieu of a lot merger, prepare and execute a lot-tie agreement to the satisfaction of the City Attorney and City Engineer. The lot-tie agreement shall hold both the newly merged lot with parcel APN 201-0-213-100 as one parcel and maintain common ownership and control of the open space lot. (DS)

137. Developer shall perform a noise study if ordered by the City Engineer. (DS)

138. Developer shall grant the City of Oxnard a public access easement for the northeast corner of the project to accommodate turning vehicle movement in the public alley around the project site. The area of the required easement shall be demonstrated with vehicle turning templates satisfactory to the City Engineer. (DS).

139. Developer shall reconstruct the curb, gutter, and sidewalk along Meta Street, between Sixth Street and the public alley north of the project. The new sidewalk shall be 7-feet wide, unless directed otherwise by the City Engineer. (DS)

140. Developer shall perform a 2-inch asphalt grind and overlay to the center of the street along the new curb and gutter on Meta Street. (DS)

141. Developer shall reconstruct the west half and south half of the adjacent alley along the project frontage. The alley structural section shall conform to City standards. (DS)

142. Developer shall underground all overhead utilities immediately along the project frontages. Any existing overheads that are no longer needed shall be removed. All utilities shall be underground. (DS)

143. Developer shall include an evaluation of water depth in the alley in the project drainage report resulting from the blockage of the proposed drainage inlet in the public alley. Developer shall analyze the alley and demonstrate that it can convey surface flow up to a 100-year storm, assuming the underground drainage system is plugged and cannot accept surface water, and show that the proposed finished floor elevation is protected from the 100-year event. (DS)

144. Developer shall design the project such that no roof drains discharge across a public sidewalk. (DS)

145. Project as currently proposed has been determined by the City to be exempt from 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's engineer shall include a narrative explanation of this determination in the project drainage report. If the project is altered in any way that affects this determination, 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"). Changes to the proposed project may result in a re-evaluation of the applicability of the MS4 permit as determined necessary by the City Engineer. (DS)

146. If the project is determined to be exempt from MS4 permit requirements, Developer shall implement where feasible qualitative stormwater treatment such as rock planters or bioswales designed to receive and treat surface stormwater runoff satisfactory to the City Engineer. (DS)

147. 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") at the outlet control or stormwater mitigation structures before releasing stormwater runoff from the proposed improvement areas downstream. The Devices shall be sized and designed in accordance with requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures. (DS)

148. Developer shall construct all trash rooms to store trash, recycle, and organics bins and include: a) A floor that is substantially level (2% max slope); b) a raised concrete curb on the inside similar to the curb shown on the City Standard trash enclosure; c) a minimum of 11-feet of vertical clearance (to accommodate open and closing of bin covers and chutes); d) a layout design of sufficient size to accommodate the number of storage bins determined necessary by the Environmental Resources Division; e) sufficient unobstructed aisle width to allow for removal of each individual bin without moving other bins; f) vented trash room with electric-powered rollup doors. The final design of the trash rooms is subject to the approval of the Environmental Resources Division. (DS)

149. As part of the trash enclosure layout design, Developer shall show on the site plan a location where the trash bins will be staged for pickup. The staging area shall be on private property and not in the public right of way. (DS)

150. Developer shall construct a reinforced concrete apron along the entire length of the trash enclosure opening that extends a minimum of 15-feet from the face of the enclosure into the alley or to the concrete ribbon gutter. The reinforced concrete apron shall be substantially level with 2% maximum slope. (DS)

151. Prior to occupancy, Developer shall submit a proposed trash enclosure layout and operation plan to the Environmental Resources Division for review and approval and provide the City Engineer with an approved copy. City staff will not offer push service and will not be responsible for setting out the containers on collection day. Modifications to requirements of the trash enclosure operation plan must be approved by the Environmental Resources Division. (DS)

152. Developer shall properly abandon all existing sewer and water laterals currently extended to the site that will not be used in the final design. (DS)

153. Developer shall prepare a deed restriction, approved by the City Engineer, that describes the potential ammonia release hazard from the adjoining properties such that all future property owners will be aware of the potential hazard. An executed and recorded copy of this document shall be provided to the City Engineer prior to issuance of the building permit. (DS)

154. Developer will be required to install protective building features and develop an emergency plan to address the potential ammonia release hazard from the adjoining properties. The specific building features and details of the emergency plan shall be determined in

consultation with, and approved by, the Building Official and Fire Marshal prior to issuance of a building permit for this project. (DS)

155. Prior to grading permit issuance, Developer shall submit the water easement recorded for the Central Terrace Apartments (PZ 20-200-06) on this project. The easement shall be shown on the improvement plans. (DS)

156. Prior to grading permit issuance, Developer shall submit the sewer agreement and easement for the Central Terrace Apartments (PZ 20-200-06) recorded on this project. (DS)

ENVIRONMENTAL RESOURCES DIVISION

157. 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.

158. 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.

159. 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.

160. 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.

161. All bins requiring to be emptied must be made available on the appropriate service days. Environmental Resources Division staff will not access bins from the proposed waste room, they must be external to the building (and subsequently returned after being serviced).

TRAFFIC DIVISION SPECIAL CONDITIONS

162. 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 Sixth Street. Final location of the information center shall be approved by the City Traffic Engineer. (TR)

163. Developer shall install the proposed bike rack(s) close to the main entrance door of the proposed development along Sixth Street. Developer shall be responsible for the perpetual upkeep of the proposed bike rack(s) for the project. Final location shall be approved by the City Traffic Engineer. (TR)

164. Developer shall retrofit the three existing High-Pressure Sodium Vapour (HPSV) Acorn top fixtures along Meta Street, between Meta Street and the alley, with new 4000K light-emitting diode (LED) Acorn top fixtures. All street lighting shall be coordinated through Southern California Edison. Final specifications of the LED Acorn top fixtures shall be approved by the City Traffic Engineer. (TR)

165. Developer shall retrofit existing HPSV street lights in the public alley along the project frontage with LED. LED specification is subject to the approval of the City Traffic Engineer. (TR)

166. Developer shall remove the palm trees within the alley along the project's frontage that poses safety concerns for the residents of the proposed development. Developer shall patch the pavement where the palm trees will be removed. (TR)

FIRE DEPARTMENT STANDARD CONDITIONS

167. Developer shall construct all vehicle access driveways on the project property to be at least 26 feet wide. Developer shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. Developer shall mark all designated fire lanes in accordance with the California Vehicle Code.

168. 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.

169. 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.

170. At Developer's expense, Developer shall obtain two certified fire flow tests for the project property. The first test shall be completed before City approval of building plans and the second shall be completed after construction and prior to the issuance of a certificate of occupancy. A mechanical, civil, or fire protection engineer must certify the tests. Developer shall obtain permits for the tests from the Engineering Division. Developer shall send the results of the tests to the Fire Chief and the City Engineer.

171. All structures on the project property shall conform to the minimum standards prescribed in Title 19 of the California Code of Regulations.

172. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department.

173. 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.

174. Developer shall identify all hydrants, standpipes and other fire protection equipment on the project property as required by the Fire Chief.

175. 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.

176. Developer shall provide central station monitoring of the fire sprinkler system and all control valves.

177. The turning radius of all project property driveways and turnaround areas used for emergency access shall be a minimum of 48 feet outside diameter for a semi-trailer.

178. 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.

179. Developer shall install in each structure in the project a detection/alarm system with a central station monitor that will automatically notify the Fire Department in the event of a fire in the structure. The alarm system shall include a UL or State Fire Marshal approved device, which shall not exceed design specifications, that reports the location of the fire and allows the central station monitor to inform the Fire Department of the point of entry into the structure that is nearest the fire.

180. Developer shall install in each structure in the project where automatic fire sprinklers are installed a system that automatically opens the skylights in areas affected by fire before the fire sprinklers are activated.

181. All signalized intersections shall be equipped with pre-emption equipment.

182. 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.

183. 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.

184. Fire sprinkler coverage is required for:

185. Patios, overhangs or any other projections that are 48" or more from the structure.

186. Open areas beneath stairs that serve a habitable space or when that area is accessible for storage or has mechanical equipment.

187. The protection of the forced air unit when located in the attic or other areas that are normally inaccessible.

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

189. Developer shall allow installation of public safety radio equipment in the tower, steeple, roof or other elevated portion of the building. Such equipment shall not conflict with the architectural design of the building and shall comply with zoning and planning requirements and conditions.

FIRE DEPARTMENT SPECIAL CONDITIONS

190. Developer and operator shall prepare an occupant and worker training and response program in the event of ammonia release from nearby industrial uses for review and approval by the Oxnard Fire Department. The program shall include the following:
    a. Training for all new workers on operation and maintenance of HVAC cutoff system and alarm system.
    b. Training for resident response protocols prior to or on their first day of occupancy.
    c. Annual training requirement for both onsite employees and residents.

    The program shall be provided for review and approval prior to issuance of a certificate of occupancy.
191. 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.
192. Fire sprinkler coverage is required for:
    a. Carport Canopies.
    b. Patios, overhangs or any other projections that are 48" or more from the structure.
    c. Open areas beneath stairs that serve a habitable space or when that area is accessible for storage or has mechanical equipment.
    d. The protection of the forced air unit when located in the attic or other areas that are normally inaccessible.
193. All emergency egress/Fire Department access windows or doors that serve any room that can be utilized for sleeping, shall have access to a public right-of-way without re-entering the structure.

194. Ensure landscape trees do not block bedroom emergency window exits.
195. Provide a hydrant within 150-feet of all portions of the building exterior walls. Provide a plan with hydrants located and 150-foot radius circles at their center to demonstrate coverage.
196. 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 for community buildings.
197. On the podium level (2nd floor) the location of two, 35-foot access ladders to the upper floors shall be identified.
198. Gurney size elevators will be required.

POLICE DEPARTMENT STANDARD CONDITIONS

199. A condition of approval requires compliance with the Outdoor Lighting Code & Guideline
    a) Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings.
    b) Unless approved as a specific exception to this guideline, all outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the exceptions:
        1) Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up.
        2) Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to on 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque to keep light from shining directly up.
    c) Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected.
    d) 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.
    e) LED or similar in nature and spectrum (3,000K to 20,000K Correlated Color Temperature).

200. 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.

201. All exterior lighting shall operate from dusk to dawn.

202. Change the existing alley cobra head street light immediately east of the Project site to a LED flat lens.

203. 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.

204. The interior parking facility 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.

205. 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 sheet will be required illustrating light and tree placement showing trees with a 20-year maturity.

206. Integrated landscape/lighting/photometric plan shall be submitted illustrating a 20-year tree maturity. This is to ensure that tree growth will not adversely impact future lighting and therefore site safety as the project matures. 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.

207. 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 to facilitate the later identification of 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.

208. 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.

209. The access control system shall utilize instruments such as cards, fobs, QR decals or other devices that can be individually programed 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.

210. The access control system shall include "Click-2-Enter" to provide access to all first responders to all semi-public areas of the site.

211. 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 open by a resident from their unit or from a remote digital device.

212. The access control system shall record each permitted access and the authorizing individual and the instrument/method used to facilitate the access.

213. A Security Plan shall be submitted 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 shall 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.

214. 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.

215. 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.

216. 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.

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

218. Trees shall be maintained so that the canopies do not interfere with pedestrian or vehicular traffic and safe sightlines are maintained.

219. 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.

220. Landscape elements shall be arranged to provide clear lines of sight and eliminate potential places of concealment and dissuade the application of graffiti. Through the life of the project, the property shall be maintained to address these issues.

221. Developer/owner shall inform owners and renters 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.

222. Developer/owner/site management shall inform tenants of 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 imposed.

223. 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.

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

225. 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.

226. 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)

227. 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.

228. 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.

229. A sign shall be posted at each entrance to parking facility stating: "No loitering, trespassing or drinking alcoholic beverages. Pursuant to State Law & City Ordinance".

230. 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 tenant 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)

<u>The Paseo</u>

231. Signs shall be posted near the east and west entrances to the paseo with a "Code of Conduct". The language of the Code of Contract shall be mutually agreed to by the property owner and the Chief of Police or his or her designee.

232. Signs shall be posted near the east and west entrances to the paseo which state: "Private Property – Permission to pass or use is subject to the owner's permission"

233. Landscaping within the paseo shall be arranged to ensure that no planting or landscape feature obscures the sightline through the paseo from east to west above 24-inches above the sidewalk grade to 84-inches above grade. Landscape elements shall be maintained to this standard for the life of the project. Landscaping shall be maintained by the property owner.

234. Human scale pole lighting with the luminaires between 10 and 12 feet above the grade of the sidewalk are required. The luminaires shall be full cutoff led and provide sufficient lighting to meet the city standard of 1 to 7 foot candles. Pole mounted luminaires shall be located so that mature tree canopies do not interfere with the light dispersion. Lighting instruments shall operate from dusk to dawn.

235. Trash containers that are consistent with standards for similar containers in public parks shall be placed near the east and west entrances to the paseo. These trash containers shall be maintained by the property owner.

236. The building plan submittal shall show a cross-section elevation viewed from the Meta Street looking East through the paseo and similar cross-section elevation view from the alley looking west. This shall be used to demonstrate that plantings, at the time of mature growth and with proper maintenance, shall provide clear sightlines from the street through the paseo to the alley.

237. Each access point to the paseo shall be equipped with "Click-2-Enter" technology to provide first responder access.

PASSED, APPROVED, AND ADOPTED by the Community Development Director of the City of Oxnard on this 27th day of June, 2022.

_____ _____

Date

Vyto Adomaitis
Community Development Director