Planning and Environmental Services

PLANNING COMMISSION
STAFF REPORT

TO: Planning Commission

FROM: Christopher Williamson, AICP, Senior Planner

DATE: May 17, 2007

SUBJECT: **Planning And Zoning Permit No. PZ 06-500-22 (Special Use Permit) for Church Use at 1701 Fiske Place, with Off-Site and Reduced Parking**

1. **Recommendation:**
That the Planning Commission adopt a resolution approving Planning and Zoning Permit No. PZ 06-500-22 (Special Use Permit), subject to certain findings and conditions.

2. **Project Description and Applicant:**
A special use permit request to approve a church use (Iglesias Monte Sion Church) with offsite and reduced parking, within a 20,480 square foot existing building located at 1701 Fiske Place (APN 220-0-271-075), in the Limited Manufacturing (ML) zone. Filed by Lauterbach and Associates, 300 Montgomery Avenue, Oxnard, CA 93030.

3. **Existing Land Use:**
The project site is improved with a one-story, 20,480 square foot, manufacturing and warehouse building with surrounding parking, located in an industrial park development.

4. **General Plan Policies and Land Use Designation Conformance:**
The General Plan land use designation of the subject site is Industrial Limited (ILIM), consistent with the zoning, which is Limited Manufacturing Planned Development (ML-PD). Church use in the ML zone requires a special use permit per City Code section 16-186.1.

5. **Environmental Determination:**
In accordance with Section 15332 of the California Environmental Quality Act (CEQA) Guidelines, infill projects on less than five acres where the proposed project : 1) is consistent with General Plan and zoning; 2) is substantially surrounded by urban uses; 3) has no value for rare or threatened species; 4) would not result in any significant effects on traffic, noise, air quality, or water quality; and 5) is adequately served by utilities and public services. The project meets all these criteria. Therefore, staff has determined that

there is no substantial evidence that the project may have a significant effect on the environment.

6. Surrounding Zoning and Land Uses:

LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	ML-PD	ILIM	Manufacturing/warehousing
North	ML-PD	ILIM	Manufacturing/warehousing
South	ML-PD	ILIM	Manufacturing/warehousing
East	ML-PD	ILIM	Manufacturing/warehousing
West	ML-PD	ILIM	Manufacturing/warehousing

7. Analysis:

a. ***General Discussion:***
The project consists of remodeling an existing, vacant, one-story, 20,480 square foot warehouse/manufacturing structure into a church with a 350-seat sanctuary with classrooms, nursery, offices, bookstore, storage, kitchen, conference rooms, and a lobby. The public assembly use is proposed to potentially occur between 5:00 pm and 10:00 pm on weekdays, and between 8:00 am and 6:00 pm on weekends. The applicant anticipates approximately 30 people on average at the weekday meetings and 400 people on the weekends, including use of the child care facility for churchgoers (i.e. it is not a separate use).

While the project itself has little impact on adjacent industrial uses (parking is discussed below), the Fire Department advises that surrounding industrial uses have hazardous materials on-site and that there is a risk of accidental hazardous material release, even when neighboring uses are in full compliance with various safety requirements. A condition of approval requires a prominently placed notice in the lobby noting that the church is located in an industrial area where there is a possibility of accidental release of hazardous materials that could pose a risk to church occupants.

b. ***Relevant Project and Property History, Related Permits:***
Construction of the multi-tenant office building was completed in 1985, and has been occupied by various industrial users since then.

c. ***Zoning Compliance:***
The existing building is located in the middle of a 0.78 acre site, abutting 1715 Fiske Place along the east lot line. Required modifications are being made to meet Fire and Building Code requirements of a public assembly use.

d. ***Parking:***
Staff determined that the proposed church use generates a parking requirement for 317 spaces if all uses were used simultaneously. The applicant is proposing a total of 80 parking spaces, 50 on-site and 30 off-site, and has prepared and submitted a parking study (Attachment E) that found that the commonly accepted peak parking demand for a 350-seat church is 74 spaces. Code Section 16-651 allows for relief from parking requirements by reducing required parking and allowing for off-site parking under the following circumstances:

1. Prepare a parking study to be accepted by the City Traffic Engineer
2. Off-site parking is within 500 feet.
3. Use of off-site parking will not exopse pedestrians to hazardous traffic conditions.
4. A written agreement, approved as to form by the City Attorney, is executed.

The City Traffic Engineer has accepted the parking study and a parking reduction from 317 to 80 spaces. This reduction should be understood in the context that the City's 317-space requirement is based on all rooms and the sanctuary being occupied simultaneously. The City's parking requirement for just the 350-seat sanctuary is 70 spaces. The property has 50 spaces, and the applicant has entered into a reciprocal parking agreement with the owners of 1741 Fiske Place (two buildings to the east) for 30 spaces on Sundays only, for a total of 80 spaces, which exceeds the parking study recommendation of 74 spaces on Sundays.

e. ***Site Design Analysis:***
The proposed use is within the existing structure. Several minor changes are being made to windows and exit doors that do not significantly alter the existing exteriors.

f. ***Landscaping:***
There are minor deficiencies in the existing landscaping that will brought up to City standards as part of the project.

g. ***Signs:***
Signage would be under a separate permit and be required to comply the City Code.

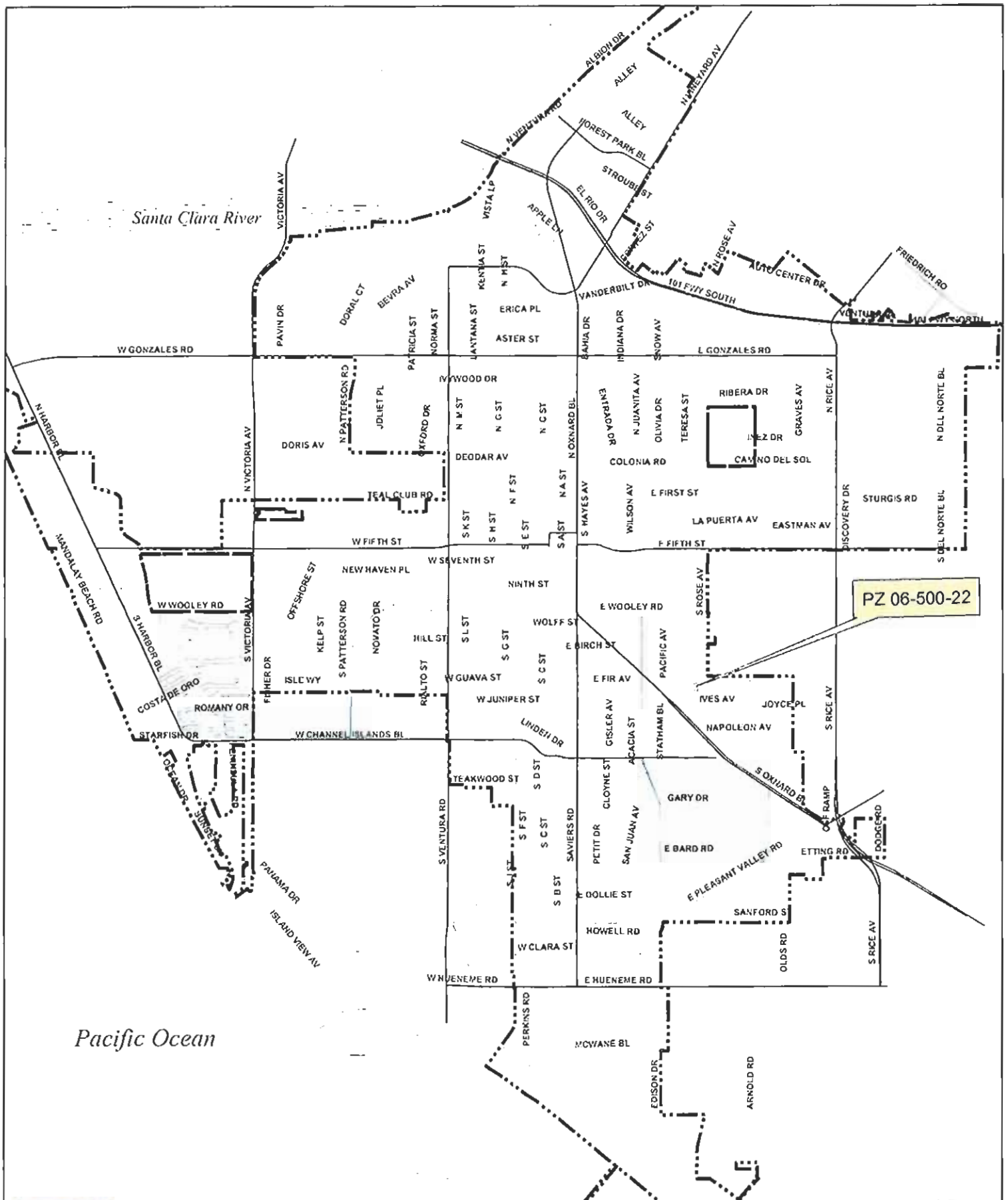
8. Attachments:

A. Vicinity, General Plan, Zoning Maps
B. Reduced Project Plans
C. CEQA Exemption
D. Resolution of Approval
E. Parking Study with Proposed Off-Site Parking Covenant

Prepared by:	CW
Approved by:	SM

A.

Vicinity Map
General Plan Map
Zoning Map



Vicinity Map

PZ 06-500-22

Location: 1701 Fiske

APN: 220027107

Oxnard Planning

October 2, 2006

0 0.25 0.5 1 1.5 2 Miles

General Plan Map

Oxnard Planning
December 11, 2006

PZ 06-500-22
Location: 1701 Fiske
APN: 220027107

0 37.5 75 150 225 300 Feet

Zone Map

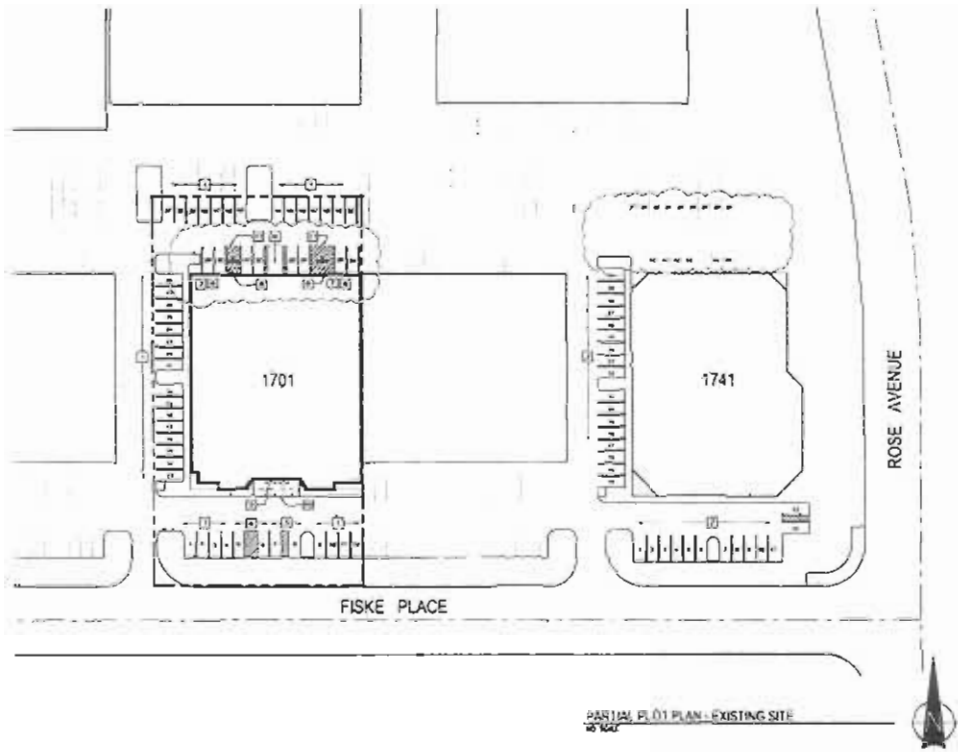
PZ 06-500-22
Location: 1701 Fiske Pl
APN: 220027107

Oxnard Planning
December 12, 2006

Feet
0 37.5 75 150 225 300

B.

Reduced Project Plans



PARTIAL PLOT PLAN - EXISTING SITE

SHEET INDEX

KEYNOTES

GENERAL NOTES

LEGEND

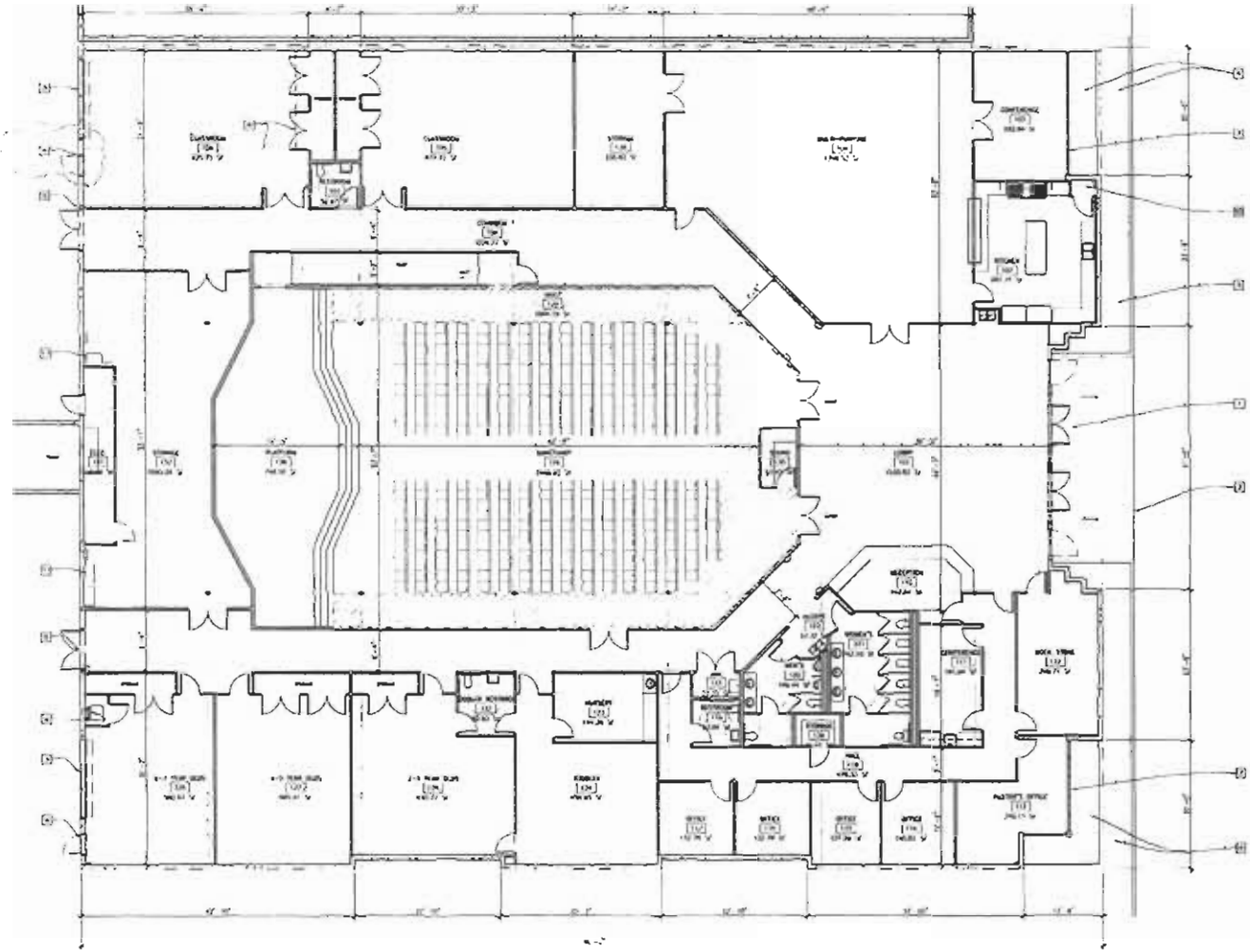
VICINITY MAP

PARTIAL SITE PLAN A-1

SOUTHERN PACIFIC LATIN AMERICAN
DISTRICT ASSEMBLIES OF GOD

IGLESIAS MONTE SION
ASAMBLEAS de DIOS
INTERIOR IMPROVEMENTS
1701 FISKE PLACE - OXNARD, CALIFORNIA

LAUTERBACH & ASSOCIATES
ARCHITECTS . INC.
Date 2007-03-27



KEYNOTES

GENERAL NOTES

PARKING REQUIREMENTS

LEGEND

FLOOR PLAN

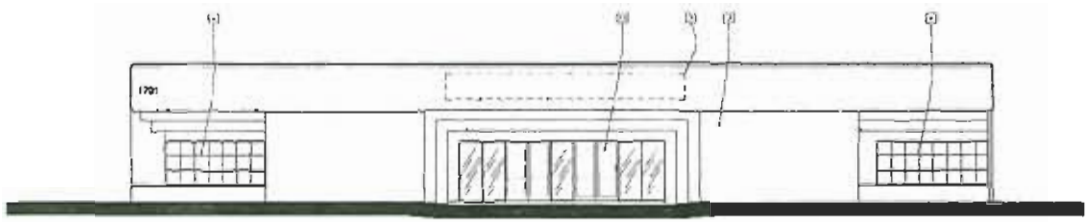
PROPOSED FLOOR PLAN
MAX. OCCUPANCY = 400 (350 SEATS)

A-2

SOUTHERN PACIFIC LATIN AMERICAN
DISTRICT ASSEMBLIES OF GOD

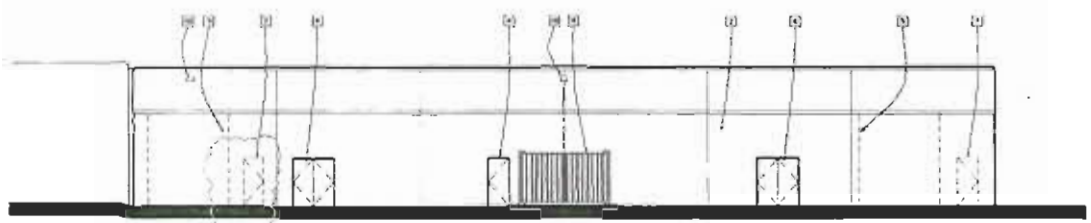
IGLESIAS MONTE SION
ASAMBLEAS de DIOS
INTERIOR IMPROVEMENTS
1701 FISKE PLACE - OXNARD, CALIFORNIA

LAUTERBACH & ASSOCIATES
ARCHITECTS . INC.



1 SOUTH (FRONT)

2 EXISTING CONDITIONS (FRONT)



3 NORTH (REAR)

4 EXISTING CONDITIONS (REAR)

KEYNOTES

GENERAL NOTES

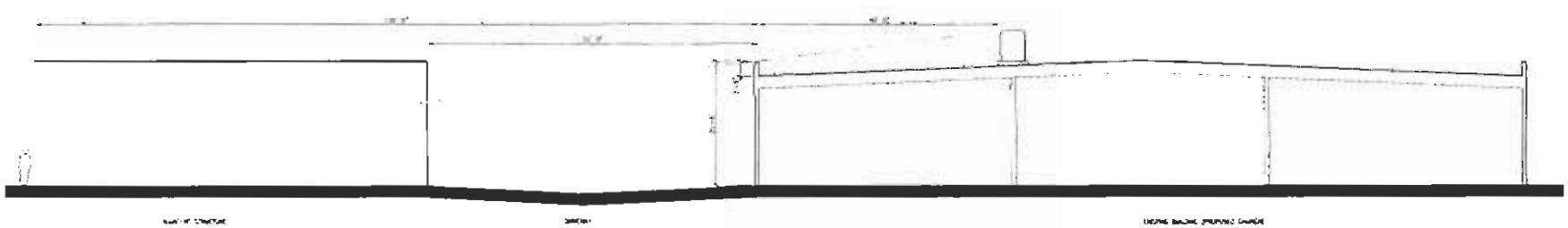
LEGEND

BUILDING ELEVATIONS A-3

SOUTHERN PACIFIC LATIN AMERICAN
DISTRICT ASSEMBLIES OF GOD

IGLESIAS MONTE SION
ASAMBLEAS de DIOS
INTERIOR IMPROVEMENTS
1701 FISKE PLACE - OXNARD, CALIFORNIA

LAUTERBACH & ASSOCIATES
ARCHITECTS . INC



1 SCHEMATIC SECTION - EXISTING BUILDING

SCHEMATIC BUILDING SECTION A-4

SOUTHERN PACIFIC LATIN AMERICAN
DISTRICT ASSEMBLIES OF GOD

IGLESIAS MONTE SION
ASAMBLEAS de DIOS
INTERIOR IMPROVEMENTS
1701 FISKE PLACE - OXNARD, CALIFORNIA

LAUTERBACH & ASSOCIATES
ARCHITECTS . INC.

Aerial Map

PZ 06-500-22
Location: 1701 Fiske Pl.
APN: 220027107

Oxnard Planning
December 6, 2006

0 37.5 75 150 225 300 Feet

C.

Notice of Exemption

NOTICE OF EXEMPTION

Project Description:

PZ 06-500-22, a special use permit request to remodel an existing 20,480 square foot warehouse/manufacturing building for use as a church with related accessory uses, and with reduced and offsite parking. The project site is located at 1701 Fiske Place (APN 220-0-271-075). Filed by Lauterbach and Associates, 300 Montgomery Avenue, Oxnard, CA, 93030.

Finding:

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

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

Supporting Reasons: In accordance with Section 15332 of the California Environmental Quality Act (CEQA) Guidelines, infill projects on less than five acres where the proposed project : 1) is consistent with General Plan and zoning; 2) is substantially surrounded by urban uses; 3) has no value for rare or threatened species; 4) would not result in any significant effects on traffic, noise, air quality, or water quality; and 5) is adequately served by utilities and public services. The project meets all these criteria. Therefore, staff has determined that there is no substantial evidence that the project may have a significant effect on the environment.

(Date)

Susan L. Martin, AICP
Planning & Environmental Services Manager

D.

Special Use Permit Resolution

RESOLUTION NO. 2007-[PZ 06-500-22]

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING SPECIAL USE PERMIT NO. PZ 06-500-22, SUBJECT TO CERTAIN CONDITIONS, TO ALLOW A CHURCH USE IN A LIMITED MANUFACTURING ZONE WITH REDUCED AND OFF-SITE PARKING, LOCATED AT 1701 FISKE PLACE (APN 220-0-271-075). FILED BY LAUTERBACH AND ASSOCIATES, 300 MONTGOMERY AVENUE, OXNARD, CA 93030.

WHEREAS, the Planning Commission of the City of Oxnard has considered an application for a special use permit to allow a church use in a Limited Manufacturing (ML) zone with administrative relief for 237 parking spaces and off-site parking for 30 parking spaces, in accordance with section 16-651(B)(2) and 16-651(B)(4) of the City Code; and

WHEREAS, Section 15332 of the California Code of Regulations exempts the project from the requirements for the preparation of documents imposed by the California Environmental Quality Act; and

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing, that the following circumstances exist:

1. The proposed use is in conformance with the General Plan and other adopted policies of the City of Oxnard, if certain development standards are modified.

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

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

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

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

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing, that allowing the reduction of 237 parking spaces and off-site parking for 30 parking spaces is justified by a parking study meeting the requirements of Section 16-651(B)(4)(b) of the City Code and acceptable to the City's Traffic Engineer; and

WHEREAS, the Planning Commission finds that the Permittee agrees with the necessity of and accepts all elements, requirements, and conditions of this resolution as being reasonable manner of preserving, protecting, providing for, and fostering the health, safety and welfare of the citizenry in general and the persons who work, visit or live in this development in particular.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby approves this permit. The decision of the Planning Commission is final unless appealed in accordance with the provisions of Section 16-545 of the Oxnard City Code.

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
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic
PD	Police	B	Building Plan Checker
SC	Source Control	FD	Fire
PK	Parks	CE	Code Enforcement

GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning Division, and may not be transferred from one property to another. (PL, *G-1*).

2. This permit is granted for the plans dated March 27, 2007, ("the plans") on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the Planning and Environmental Services Manager or a major modification to the plans is approved by the Planning Commission. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major modification shall be required for substantial changes or increases in such items. (PL, *G-2*)

3. This permit shall automatically become null and void 24 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, or the beginning of the proposed use. (PL, *G-3*)

4. 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*)

5. 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. Developer's commencement of construction or operations pursuant to the resolution shall be deemed to be an acceptance of all conditions thereof. (CA, *G-6*)

6. 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*)

7. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, *G-11*)

8. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, *G-12*)

9. 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*)

10. 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*)

11. Prior to issuance of building permits, Developer shall correct all violations of the City Code existing on the project property. (PL, *G-15*).

12. Developer may not modify any use approved by this permit unless the Planning and Environmental Services Manager determines that Developer has provided the parking required by the City Code for the modified use. (PL, *PL-13*)

13. 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-26*).

14. Developer shall record a written agreement in the form on file with the City Clerk, executed by all landowners and tenants affected by the agreement, which shall assure the continued

availability of the shared parking spaces for the life of the church use approved by this permit. This permit shall not become effective until the agreement, which shall include the City Attorney's signature approving the agreement as to form, is recorded.

PLANNING SPECIAL CONDITIONS

15. Prior to issuance of certificate of occupancy, and on the annual anniversary thereafter, the Developer shall request from CUPA a list of chemicals and other inventory monitored by CUPA for all buildings immediately adjacent to 1701 and 1715 Fiske Place.

PARKS STANDARD CONDITIONS

16. Before the City issues building permits or the proposed use is initiated, 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. Before the City issues a certificate of occupancy, Developer shall install, if approved systems are not already in place and property functioning, landscape and automatic irrigation systems that have been approved by Parks and Facilities Superintendent. (PK, *PK-3*)

18. Developer shall 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 will result in the revocation of this permit and initiation of legal proceedings against Developer. (PK, *PK-4*)

19. Before the City issues a certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to the Parks and Facilities Superintendent. 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*)

FIRE DEPARTMENT CONDITIONS

20. Developer shall ensure that all vehicle access driveways on the project property are at least 25 feet wide, that curbs adjacent to designated fire lanes in parking lots are marked to prohibit stopping and parking in the fire lanes, and that all designated fire lanes are marked in accordance with the California Vehicle Code. (FD/B, *F-1*)

21. All roof covering materials on the project property shall be of non-combustible or fire retardant materials approved by the Fire Chief and in compliance with the City Code. (FD, *F-2*)

22. All structures on the project property shall conform to the minimum standards prescribed in Title 19 of the California Code of Regulations. (FD, *F-5*)

23. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, *F-6*)

24. Developer shall identify all hydrants, standpipes and other fire protection equipment on the project property as required by the Fire Chief. (FD, *F-8*)

25. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, *F-10)*

26. The turning radius of all project property driveways and turnaround areas used for emergency access shall be a minimum of 48 feet outside diameter for a semi-trailer. (FD, *F-11*)

27. Developer shall provide automatic fire sprinklers as required by the City Code and shall contact the Fire Chief to ascertain the location of all connections. (FD, *F-12*)

28. Developer shall install in each structure in the project a detection/alarm system with a central station monitor that will automatically notify the Fire Department in the event of a fire in the structure. The alarm system shall include a UL or State Fire Marshal approved device, which shall not exceed design specifications, that reports the location of the fire and allows the central station monitor to inform the Fire Department of the point of entry into the structure that is nearest the fire. (FD, *F-13*)

29. Developer shall install in each structure in the project where automatic fire sprinklers are installed a system that automatically opens the skylights in areas affected by fire before the fire sprinklers are activated. (FD, *F-14*)

30. Fire sprinkler coverage is required for: patios, overhangs or any other projections that are 48" or more from the structure; open areas beneath stairs that serve a habitable space or when that area is accessible for storage or has mechanical equipment; the protection of the forced air unit when located in the attic or other areas that are normally inaccessible.

31. A Knox Box key vault shall be installed on the building at a location to be determined by the Fire Department.

POLICE CONDITIONS

32. 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. Unless approved as a specific exception to this guideline, all outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully-shielded with the following exceptions:
    a. 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.

b. Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to one 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque top to keep light from shining directly up.

33. Per 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 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.

34. Any electronic security system must comply with Oxnard City Ordinance No. 2601 (available online at http://oxnardpd.org/documents/alarm-ordinance-2002.pdf) and must be properly permitted by the City of Oxnard (available online at http://oxnardpd.org/documents/alarm-permit.pdf).

DEVELOPMENT SERVICES CONDITIONS

35. Developer shall remove and replace all improvements that are damaged during construction. (DS-6)

36. Prior to issuance of a building permit, all traffic signal, 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)

37. Prior to issuance of an encroachment permit, Developer's shall obtain City's approval of a contractor qualified to install traffic signals, pavement markings and signs. (TR-76)

38. Developer shall maintain parking lots free of litter and debris. Developer shall sweep sidewalks, drive aisles, and parking lots regularly to prevent the accumulation of litter and debris. When swept or cleaned, debris must be trapped and collected to prevent entry into the storm drain system. Developer may not discharge any cleaning agent into the storm drain system. (DS-84)

39. 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)

40. A Parking Demand Analysis Study (Case No. 20-060409 revised March 2007) was submitted for this project and determined to be acceptable by the City Traffic Engineer. Church operations shall adhere to those asserted in the Parking Demand Analysis Study. Church office and conference area will not be used on Saturdays or Sundays. The fellowship hall will not be used during services. (TR)

41. Any expansion or modification to site operations will require the Parking Demand Analysis Study to be modified with updated information and shall be subject to approval of the City Traffic Engineer.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 17th day of May, 2007, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

_____
Dr. Sonny Okada, Chairperson

ATTEST: _____
Susan L. Martin, Secretary

PARKING DEMAND ANALYSIS STUDY

Southern Latin American District Assemblies
Of God Church (Iglesias Monte Sion)
City of Oxnard Planning Department
Site Address: 1701 Fiske Place
City of Oxnard, California

Case No. 20-060409

Prepared For
Southern Latin American District Assemblies
Of God Church (Iglesias Monte Sion)
Attention: Anne Beach Randall
Lauterbach & Associates, Architects
300 Montgomery Avenue
Oxnard, California 93036
Phone: 805-988-0912

Prepared By

Justin Rasas, P.E., P.T.O.E.
Principal Traffic Engineer for:

Eilar Associates
Environmental & Acoustical Consulting
539 Encinitas Boulevard, Suite 206
Encinitas, California 92024
info@eilarassociates.com
Phone 760-753-1865
Fax 760-753-2597

Project #A61123T2

December 4, 2006
Revised March, 2007

LOS Engineering, Inc.
Traffic and Transportation

6342 Ferris Square, San Diego, CA 92121
Phone 619-890-1253, Fax 619-374-7247

March 16, 2007

Chris Williamson, AICP
City of Oxnard, Planning Department
305 West Third Street
Oxnard, CA 93030

RE: Parking Demand Analysis for the Southern Pacific Latin American District Assemblies of God Church (Iglesias Monte Sion) at 1701 Fiske Place, Oxnard, CA

Dear Mr. Williamson:

The purpose of this parking demand analysis is to document the anticipated weekday and Sunday parking usage for the Southern Pacific Latin American District Assemblies of God Church (Iglesias Monte Sion) based on the City of Oxnard Municipal Code and ITE Parking Generation rates.

PROJECT DESCRIPTION

The Iglesias Monte Sion project is proposed to be located in an existing commercial warehouse building, located at 1701 Fiske Place in the City of Oxnard, California. A vicinity map is shown in **Figure** 1 located at the end of the text. The project will include a sanctuary with a seating area of 2,450 square feet for up to 350 seats, a sanctuary platform area of 750 square feet, offices and conference area of 1,242 square feet, a multi-purpose hall (fellowship hall) of 1,750 square feet, and ancillary areas. The ancillary areas include Sunday school classrooms, meeting rooms, lobby, kitchen, storage areas, hallways, and restrooms. A site plan is included in **Figure 2** also located at the end of the text.

PROJECT ACTIVITIES

During a weekday from approximately 8 AM and 5 PM, only the Church offices will be open. No other daytime weekday uses are proposed. Weekday evening services are proposed on Wednesdays and Fridays at 7 PM, with attendance anticipated at approximately half the attendees of a Sunday service. No school activities are proposed during weekday evening services; however, attending children may gather to play in some of the classrooms.

Sunday service is proposed at 10 AM and at 6 PM. During a Sunday service, the Sunday school classrooms and book store/library will be used by the congregation either before, during, or after a service. Church offices will not be used on Saturdays or Sundays. The fellowship hall will not be used during a service; however, this hall may be used after a service by patrons already on-site. There may be occasional use of the fellowship hall during a weekday evening

or weekend day for special functions; however, the anticipated uses and frequency are not know at this time and cannot be forecasted due to their nature (i.e. weddings, special events, birthdays, etc.).

PROJECT OFF-STREET PARKING REQUIREMENTS

The number of required off-street parking spaces was calculated using the following sources:

1) City of Oxnard Municipal Code Section 16-622 *Schedule of Vehicle Off-Street Parking Requirements.*
2) Institute of Transportation Engineers (ITE). *Third Edition Parking Generation*, 2004.

The City of Oxnard Municipal Code Section 16-622 *Schedule of Vehicle Off-Street Parking Requirements* was used to determine the parking requirements of the individual uses as if they were independent; however, this is not the case during a Church service. At a Sunday service, the Sunday school classrooms, book store/library, and multi-purpose hall are all used by the same patrons or the patrons' children. A copy of the City of Oxnard Municipal Code Section 16-622 is included in **Attachment A**. The required off-street parking based on individual uses that assume an independent usage is summarized in **Table 1**, which does not have a total because these are independent uses.

Table 1: City of Oxnard Off-Street Parking Requirements - Independent Basis

Church Use	Size	Parking Requirements	Required Parking
Sanctuary (seating)	2,450 SF or 350 seats	1 Space/35 SF	70 Spaces
Sanctuary (platform)	750 SF	1 Space/75 SF[1]	10 Spaces
Office & Conference Area[2]	1,242 SF	1 Space/250 SF	5 Spaces
Fellowship Hall	1,750 SF	1 Space/35 SF	50 Spaces

Notes: [1]Based on occupancy load factor of 1/15 – Source Lauterbach & Associates, Architects.
[2]No weekend use.

The Institute of Transportation Engineers *Third Edition Parking Generation* was used to document ***the anticipated parking demand based on actual surveys of other Churches that also have meeting rooms, classrooms, and dining, catering or party facilities.*** Copies of the ITE data and write up are included in **Attachment B**. The average peak period parking demand and the higher 85th percentile parking demand were calculated for the proposed Church with 350 seats. As shown in **Table 2**, the average peak period parking demand is calculated at 56 spaces and the 85th percentile parking demand is calculated at 74 parking spaces.

Table 2: ITE Off-Street Parking Requirements – Dependent Basis

Church Use	Size	Average Peak Period (Required Parking)	85th Percentile (Required Parking)
Sunday Service	350 seats	0.16 Vehicles/Seat (56 Parking Spaces)	0.21 Vehicles/Seat (74 Parking Spaces)

Source: ITE Parking Generation, 3rd Edition 2004.

PROJECT PARKING SUPPLY

The project is proposed within a commercial area with several warehouse buildings with parking between and around the buildings. The available parking for the project has been identified by the Architect at 50 spaces. A reciprocal parking agreement has been obtained by the project applicant for an additional 30 parking spaces (for Sunday use only) from 1741 Fiske Place – a short walking distance to the proposed Church. The project parking spaces and the reciprocal parking spaces are shown in **Figure 3**. A copy of the reciprocal parking agreement is included in **Attachment C**. The Monday through Saturday parking supply is 50 spaces. The Sunday parking supply is 80 spaces with a reciprocal parking agreement of 30 spaces from 1741 Fiske Place – a short walking distance from the proposed Church.

PROJECT PARKING DEMAND

The project parking demand will vary significantly between daytime, evening, weekday, Saturday, and Sunday uses. This analysis is based on a typical usage. Special demands, such as Easter and Christmas are not calculated herein as ITE does not provide such specific rates.

The lowest anticipated parking demand will be on weekdays for the Church offices, which is based on City of Oxnard Municipal Code. The highest parking demand is anticipated during Sunday service, which is based on ITE parking generation rates. The anticipated parking demand for the fellowship hall will have a large range but will be less than a Sunday service. The anticipated parking demand for the fellowship hall was calculated using the City of Oxnard Municipal Code based on the size of the hall. The fellowship hall is not anticipated to be used at the same time as a service (i.e. weddings are not held during a Sunday service). The weekly parking demand is summarized in **Table 3**.

Table 3: Weekly Parking Demands

Day		Time	Parking Demand	Parking Supply	Notes
Weekday	Mon	8 AM- 6 PM	5	50	Sufficient On-Site Supply
		6 PM - 10 PM	0		
	Tue	8 AM- 6 PM	5		
		6 PM - 10 PM	0		
	Wed	8 AM- 6 PM	5		
		6 PM - 10 PM	37[1]		
	Thur	8 AM- 6 PM	5		
		6 PM - 10 PM	0		
	Fri	8 AM- 6 PM	5		
		6 PM - 10 PM	37[1]		
Weekend	Sat	8 AM - 10 PM	50[2,3]		
	Sun	Service	74	80[4]	Sufficient Supply with Reciprocal Agreement

Notes: [1]Estimated attendance at half of Sunday attendance. [2]Fellowship Hall use (special events - no set schedule and not anticipated to be used each weekend). [3]Office and conference area not used on weekends. [4]Includes 30 spaces from Reciprocal parking agreement with 1741 Fiske Place - a short walking distance to the proposed Church.

CONCLUSION

The Iglesias Monte Sion project is proposed in an existing commercial warehouse building, located at 1701 Fiske Place in the City of Oxnard, California. The Monday through Saturday parking supply is 50 spaces. The Sunday parking supply is 80 spaces with a reciprocal parking agreement of 30 spaces from 1741 Fiske Place – a short walking distance from the proposed Church.

The City of Oxnard Municipal Code documents off-street parking requirements for Churches; however, the code does not account for the shared uses between the various support rooms (Sunday school rooms, meeting rooms, and fellowship hall) that exist in addition to the main Sanctuary.

The ITE Parking Generation rate documents off-street parking requirements for Churches, which are based on actual surveys of other Churches that also have meeting rooms, classrooms, and dining, catering or party facilities.

The Monday through Saturday peak parking demand of 50 spaces is forecasted based on City of Oxnard Municipal Code. The available Monday through Saturday on-site parking supply is 50 spaces.

A Sunday parking demand of 74 parking spaces per service is forecasted based on ITE Parking Generation rates. A Sunday parking supply of 80 spaces is provided with 50 project parking spaces and 30 nearby parking spaces available through a reciprocal parking agreement.

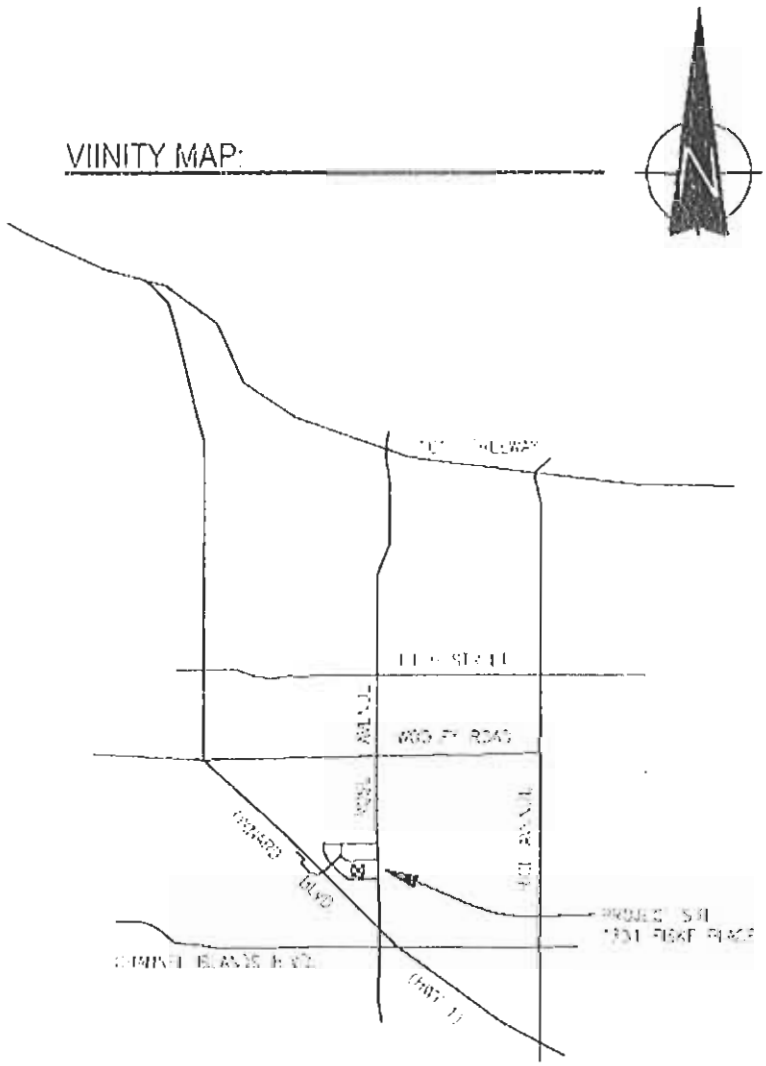
Please call me at (619) 890-1253 if you have any questions.

Sincerely,
LOS Engineering, Inc.

Justin Rasas

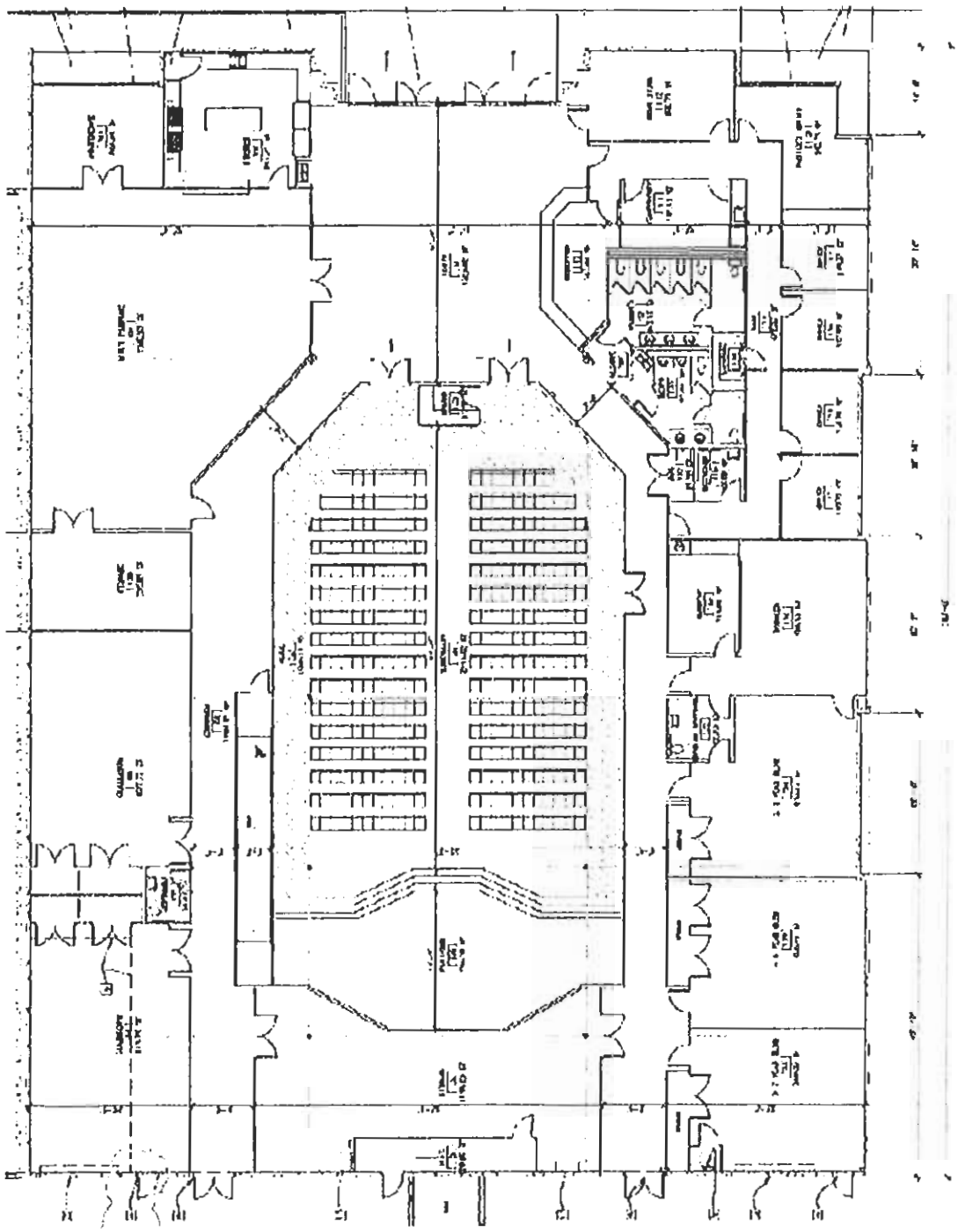
Justin Rasas, P.E.(RCE 60690), PTOE
Principal and Officer of LOS Engineering, Inc.

Attachments



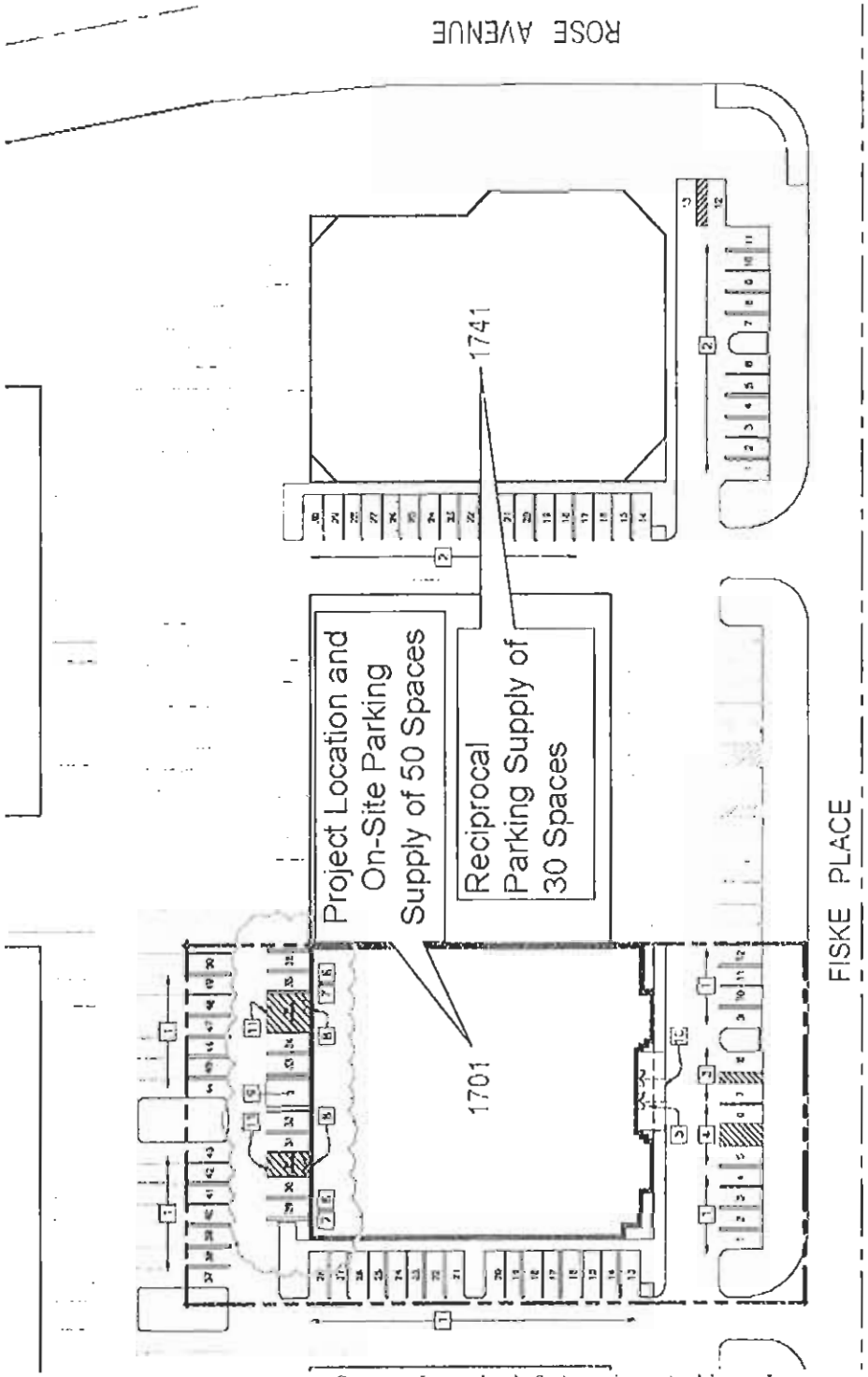
Source: Lauterbach & Associates Architects Inc.

FIGURE 1: Vicinity Map



Source: Lauterbach & Associates Architects Inc.

FIGURE 2: Site Plan



Source: Lauterbach & Associates Architects Inc.

FIGURE 3: On-Site Parking (Project and Reciprocal)

Attachment A

City of Oxnard Municipal Code Section 16-622

SEC. 16-622. SCHEDULE OF VEHICLE OFF-STREET PARKING REQUIREMENTS.

(A) The table on the following pages contains the minimum vehicle off-street parking requirements. Special requirements for each use are provided under the "Notes" columns where appropriate.

(B) The parking requirement for uses not specifically listed in the table shall be determined by the approval body for the proposed use on the basis of requirements for similar uses, and on any traffic engineering and planning data that is appropriate to the establishment of a minimum requirement.

(C) Several uses listed in the table require that the parking be determined by the approval body for the proposed use. An applicant proposing to develop or expand one of these uses must submit four copies of a parking study to the development services department which provides justification for the parking requirement proposed. The approval body for the proposed use will review this study along with any traffic engineering and planning data that is appropriate to the establishment of a parking requirement for the use proposed.

(D) In situations where a combination of uses are developed on a site, parking shall be provided for each of the uses on the site according to this article unless a reduction is granted pursuant to sections 16-650 and 16-651.

(E) (1) An applicant may propose to provide tandem parking spaces for a proposed use, but tandem parking spaces, whether or not in garages, and whether for residents, visitors or customers of the proposed use, shall not be counted toward satisfaction of the parking requirement for the proposed use.

(2) The amount, configuration, design and location of proposed tandem parking shall be subject to the approval of the director.

(F) The following table lists the minimum off-street parking requirements for the city.

Uses	Minimum Off-Street Parking Requirements	Notes
Residential:		
Detached single-family units:		
Detached single-family units on separate lots	Two garage spaces for up to five bedrooms Three garage spaces for six bedrooms; four garage spaces for seven bedrooms; five garage spaces	Administrative review and approval is required for single-family additions resulting in a requirement for four or more garage spaces. No more than

	for eight or more bedrooms	three garage spaces may face any public street. All garage spaces shall be provided onsite.
Detached single-family dwelling with second dwelling unit	Same as above, plus one garage space for the second unit Development services director may allow garage space for the second unit to be provided as tandem parking in garage for primary dwelling unit	Garage for second unit to be enclosed separately Development services director may allow garage for second unit to be located in a setback area.
Townhouses	Two garage spaces	
Apartments:		Garage for second unit may not be in an arrangement with garage for primary residential unit. All required garages shall be assigned to a specific unit. Covered spaces are not permitted. All visitor spaces shall be striped "Visitors Only." Developments having three units or less may count driveway parking as required visitor spaces. Developments having four or more units may count driveway parking as required visitor spaces provided not more than 50% of the required visitor spaces are provided in this manner and all units counting driveway parking have individual driveways.
Studio and one bedroom	One garage space per unit	
Two or more bedrooms	Two garage spaces per unit	
Visitor spaces	One visitor space per unit which need not be covered for the first 30 units; after the 31st unit, 0.5 visitor space per unit required	

Uses	Minimum Off-Street Parking Requirements	Notes
Multi-family cluster development including units with at least one common wall such as condominium, stock cooperative or townhouse condominium developments on lots less than 6,000 square feet:		All required garages shall be assigned to a specific unit. Covered spaces are not permitted. All visitor spaces shall be striped "Visitors
Studio and one bedroom	One garage space per unit	
Two or more bedrooms	Two garage spaces per unit	

Visitor requirement	One visitor space per unit which need not be covered for the first 30 units; after the 31st unit, 0.5 visitor space per unit required	Only." Developments having three units or less may count driveway parking as required visitor spaces. Developments having four or more units may count driveway parking as required visitor spaces provided not more than 50% of the required visitor spaces are provided in this manner and all units counting driveway parking have individual driveways.
Boarding homes, etc.:		
Rooming, boarding homes, clubs or fraternity-type housing with sleeping facilities	One off-street space for each bedroom or boarder, whichever is more	The official building occupancy load shall be used to determine the number of boarders permitted.
Uses	Minimum Off-Street Parking Requirements	Notes
Mobile home park:		These requirements may be modified by the commission in order to provide a better design of the mobile home park
Mobile home space	Two off-street spaces per mobile home space; one space shall be covered	
Visitor parking	One space for every five mobile home pads; visitor parking must be in centralized bays located no further than 150 feet from mobile homes being served	
Community recreation facilities	One space for every 15 mobile homes	
Recreational vehicle parking	Centralized storage areas for recreational vehicles shall be provided at ratio of one storage	

	space for each four mobile home spaces	
Uses	Minimum Off-Street Parking Requirements	Notes
Commercial: Commercial and service uses located in independent structures or independent parcels shall provide parking according to the following standards.		
Auto repair, automobile service station and auto parts sales	Three spaces for each service bay, plus one space for every 300 square feet of retail parts sales areas	Automobile repair facilities providing service bays may count the service bays towards the parking requirement when the areas conform to these sections of the code and adequate parking on-site and adequate circulation is provided. If towing service is provided, space shall be provided to accommodate the tow truck. All required customer spaces shall be striped "Customers Only."
Auto sales	One customer space per 400 square feet of gross floor area for automobile sales area	
Auto washing (self-service or coin-operated)	Two spaces for each washing stall exclusive of vacuum unit space	
Barber shop or beauty parlor	Two spaces for each barber chair; three spaces for each beautician station	
Banks and commercial savings and loan institutions	One space per 250 square feet of gross floor area	Special design requirements apply if drive-through facilities are proposed.
Uses	Minimum Off-Street Parking Requirements	Notes
Hotel/motel	One space for each room where no cooking facilities are provided; living units with cooking facilities shall provide two spaces per each unit	When banquet or convention facilities are to be provided in addition to room facilities, they shall be considered separately in determining the required number of spaces at the ratio of one space per five seats or one space per 35 square feet of gross floor area.

Lumberyards and plant nurseries	One space per 250 square feet of gross floor area for indoor retail area and one space per 1,000 square feet of outdoor area devoted to displays and storage	
Offices	One space per 250 square feet of gross floor area	
Non-fast-food restaurants	One space per 75 square feet of gross floor area up to 6,000 square feet of gross floor area; thereafter, one space per 180 square feet of gross floor area	Restaurant facilities which contain dance floor areas shall provide additional parking spaces based upon one space per 35 square feet of dance floor area.
Uses	Minimum Off-Street Parking Requirements	Notes
Fast-food restaurants	One space per 50 square feet of gross floor area	Special design requirements are required if a drive- through facility is proposed. Stacking credit in drive through lane may count toward the required parking at basis of one auto per each 23 lineal feet of striped stacking line. A maximum credit not to exceed 30 percent of total requirement or no more than 20 spaces may be applied for stacking credit, whichever is less.
Retail, general merchandising which is not located in a shopping center	One space per 300 square feet of gross floor area	
Retail, furniture and appliance	One space per 300 square feet of gross floor area display and one space per 800 square feet of warehouse storage area	
Shopping centers		The following additional parking spaces are required when the described uses are located in shopping centers.
Uses	Minimum Off-Street Parking Requirements	Notes

Neighborhood	One space per 250 square feet of gross floor area	Cinemas: A center with less than 100,000 square feet of gross floor area requires three additional parking spaces for every 100 cinema seats for cinemas occupying up to 10 percent of the total gross floor area. Centers having 100,000 to 200,000 square feet of gross floor area can accommodate up to 450 cinema seats without providing additional parking. For every 100 seats above the initial 450 seats, three additional spaces per 100 seats are required. A shopping center with over 200,000 square feet of gross floor area can accommodate up to 750 seats without providing additional parking spaces. For every 100 seats above the initial 750 seats, three additional spaces are required. Office spaces comprising up to 10 percent of the total gross floor area can be accommodated without increasing the parking spaces required to serve the center. Office space exceeding 10 percent of the center will require additional parking based on the professional office service standards.
District	One space per 250 square feet of gross floor area	
Community	One space per 250 square feet of gross floor area	
Regional	One space per 225 square feet of gross floor area for regional shopping centers not exceeding 600,000 square feet of gross floor area; one space per 200 square feet of gross floor area for shopping centers exceeding 600,000 square feet of gross floor area	
Uses	Minimum Off-Street Parking Requirements	Notes
Educational:		
Libraries	One space per 250 square feet of	

	gross floor area	
Day-care preschool and nursery schools	One space per staff member, plus one space per five children or one space per ten children if adequate drop-off facilities are provided	Drop-off facilities must be designed to accommodate a continuous flow of passenger vehicles to safely load and unload children. The adequacy of drop-off facilities shall be determined by the approval body for the proposed use.
Private elementary and junior high schools	One space for each classroom, plus one space for each five fixed seats of any area utilized for auditorium purposes or for each 35 square feet of seating area where there are no fixed seats in any area utilized for auditorium purposes	
Private high schools	Five spaces for each classroom, plus one space for each five fixed seats of any area utilized for auditorium purposes or for each 35 square feet of seating area where there are no fixed seats for areas used as an auditorium	
Private colleges and universities	Seven spaces for each classroom, plus one space for each five fixed seats of any area utilized for auditorium purposes or for each 35 square feet of seating area where there are no fixed seats for areas used as an auditorium	
Uses	Minimum Off-Street Parking Requirements	Notes
Professional business or trade schools, including beauty colleges and dance schools	One space for each 75 square feet of gross floor area of classroom, plus one space for each 250 square feet of office space or other floor area	
Health Services:		
Assisted living	One space for every two units plus one shuttle van parking space.	
Convalescent and nursing	One space per three beds for nursing	

homes	and convalescent homes which do not contain separate living quarters containing individual kitchens, plus one space for every two employees required on largest shift.	
Hospitals	1.75 spaces per each bed	A parking study may be required. Adequacy of facilities shall be determined by the approval body for the proposed use.
Medical and dental offices and clinics	One space per 200 square feet of gross floor area	
Veterinarians, animal and veterinary hospitals	One space per 250 square feet of gross floor area exclusive of kennel boarding area	
Uses	Minimum Off-Street Parking Requirements	Notes
Industrial:		
Light and limited industrial manufacturing	One space per 500 square feet of gross floor area devoted to manufacturing, plus the required parking for gross floor area devoted to other uses	
Research and development	One space per 350 square feet of gross floor area, plus the required parking for gross floor area devoted to other uses	
Heavy industrial manufacturing	One space per 500 square feet of gross floor area, plus the required parking for gross floor area devoted to other uses	
Warehousing	One space per 1,000 square feet of gross floor area for the first 20,000 square feet devoted to warehousing, plus the required parking for square footage devoted to other uses; one space per 2,000 square feet for the second 20,000 square feet; one space per 4,000 square feet for floor area in excess of 40,000 square feet	No conversion of any portion of a warehouse use to any other use shall be permitted unless the parking requirement for such other uses are met.

Exterior industrial uses in only approved industrial area	One space per 2,500 square feet of open area being utilized for storage area exclusive of access, landscaping, etc.	
Uses	Minimum Off-Street Parking Requirements	Notes
Calculation of parking for industrial use		The number of parking areas required by these schedules may be reduced or increased as a condition of a development permit procedures if it can be demonstrated through a parking study that the proposed use would have a parking demand less than or in excess of the requirements stated in this article.
Entertainment and Recreation:		
Arcades, including video and electronic games	One space per 175 square feet of gross floor area	
Bowling alleys and billiard halls	Five spaces per alley and two spaces for each billiard table, plus requirements for ancillary uses (restaurants, etc.)	
Commercial stables	One space per five horses boarded on-site	
Golf courses	Six spaces per hole, plus ancillary uses	Ancillary uses such as a pro shop and coffee shop are included in this parking ratio.
Miniature golf with amusement rides and similar uses	Three spaces per hole, plus one space per five fixed seats of all amusement rides, plus required parking for ancillary uses	
Driving range (golf)	One space per tee, plus ancillary uses	
Skating rinks	One space per 100 square feet of skating rink, plus required parking for ancillary uses	
Uses	Minimum Off-Street Parking	Notes

	Requirements	
Tennis, handball and racquetball facilities	Three spaces per court, plus required parking for ancillary uses	
Theaters and movies; single screen and multi-screen	One space per three seats, plus five spaces for employees	
Health spas and gymnasiums	Ten spaces are required for each spa health club, plus an additional one space for every 200 square feet of gross floor area in excess of 1,000 gross square feet	
Miscellaneous:		
Churches and other places of public assembly, including mortuaries, banquet facilities and convention facilities	One space per five seats within the main auditorium or one space per 35 square feet of gross floor area. Where pews or benches are provided, one space required for every ten lineal feet of pew or bench	Twenty-four inches shall be considered one seat where pews or benches are provided. Ancillary uses such as offices shall provide additional parking spaces as required.

(Ord. No. 2021, 2026, 2513, 2713)

Attachment B

ITE Parking Generation Rates and Information for Churches

Parking Generation, 3rd Edition

An Informational Report of the
Institute of Transportation Engineers

The Institute of Transportation Engineers (ITE) is an international educational and scientific association of transportation and traffic engineers and other professionals who are responsible for meeting mobility and safety needs. ITE facilitates the application of technology and scientific principles to research, planning, functional design, implementation, operation, policy development and management for any mode of transportation by promoting professional development of members, supporting and encouraging education, stimulating research, developing public awareness, and exchanging professional information; and by maintaining a central point of reference and action.

Founded in 1930, ITE serves as a gateway to knowledge and advancement through meetings, seminars and publications; and through our network of more than 16,000 members working in some 90 countries. ITE also has more than 70 local and regional chapters and more than 120 student chapters that provide additional opportunities for information exchange, participation and networking

Parking Generation **is an informational report of the Institute of Transportation Engineers. The information has been obtained from experiences of transportation engineering professionals and research. ITE informational reports are prepared for informational purposes only and do not include ITE recommendations on which is the best course of action or the preferred application of the data.**

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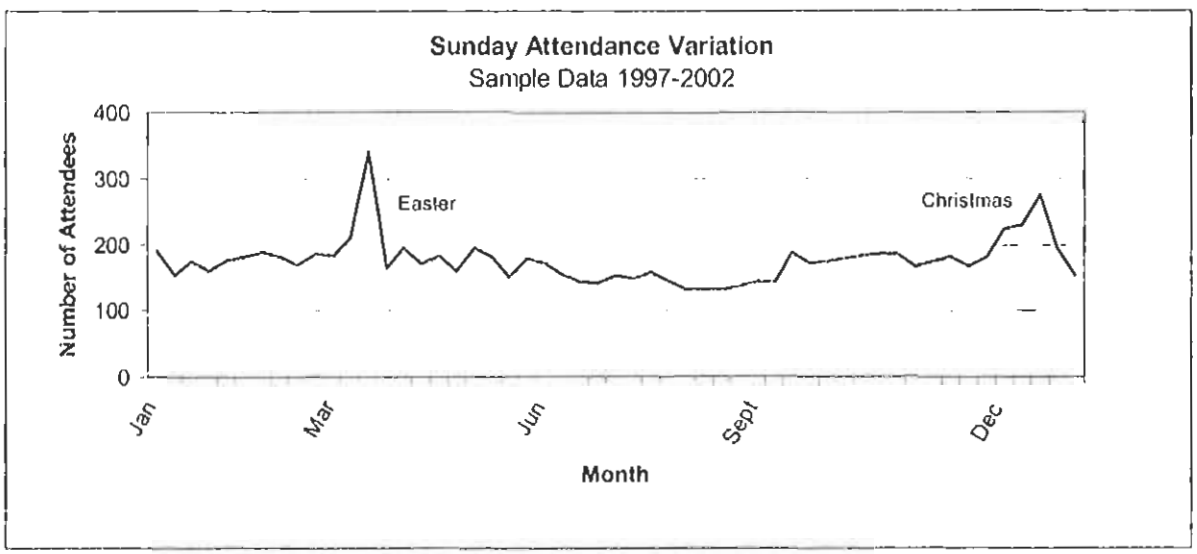
Land Use: 560
Church

Additional Data

The graph below provides a sample of the weekly variation in church attendance for Sundays during the course of the year, based on a church with 230 members in Oregon. Peak attendance points were associated with the Easter and Christmas seasons. Summer months have the lowest Sunday attendance. Variations in church activities and functions may affect the Sunday attendance characteristics shown in the graphic.



SOURCE: DKS Associates, 2002.

Study Sites/Years

Newport Beach, CA (1981); Anaheim, CA (1983); Bollingbrook, IL (1983); Burr Ridge, IL (1983); Anaheim, CA (1984); Syracuse, NY (1984); Oklahoma City, OK (1986); Anaheim, CA (1988); Rochester, NY (1989); Clearwater, FL (1996); Goleta, CA (1999); West Chester, PA (2001); Philadelphia, PA (2002)

Land Use: 560
Church

Land Use Description

A church is a building where public worship services are held. A church houses an assembly hall or sanctuary. It may also house meeting rooms, classrooms and occasionally dining, catering, or party facilities. The database for this land use also includes synagogues and mosques.

Database Description

The database consisted of all suburban sites with the exception of one urban site. Parking demand at the urban site was similar to that of the suburban sites and therefore the data were combined and analyzed together.

- Average site density: 25 sq. ft. GFA per seat (six sites).
- Average parking supply ratios: 0.27 spaces per seat (11 study sites), 0.66 spaces per attendee (eight study sites) and 10.6 spaces per 1,000 sq. ft. GFA (10 study sites).

The wide variation in parking demand rates based on building GFA was likely due to variations in the provision of meeting rooms, classrooms and residence space in addition to worship space in some facilities.

Limited data were available for parking demand on weekdays at houses of worship with primary services on Sunday. At one site, a weekday parking demand rate of 0.006 vehicles per seat was reported for the hour beginning at 6:00 p.m. At another site, a weekday parking demand rate of 1.17 vehicles per 1,000 sq. ft. GFA was reported for the hour beginning at 10:00 a.m.

Limited data were available for parking demand at houses of worship with primary services on days other than Sunday.

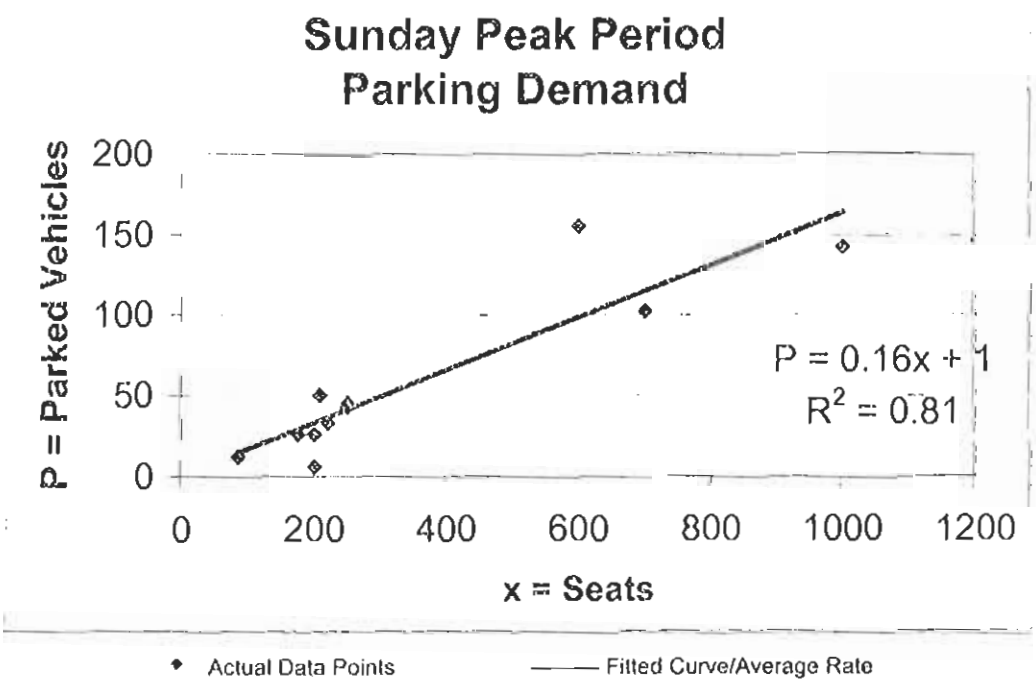
- One study was submitted for a synagogue that had a peak parking demand rate of 0.41 parked vehicles per attendee between 8:00 and 9:00 p.m. during a Saturday service with 132 attendees.
- One study was submitted for a mosque that had a building size of 4,800 sq. ft. GFA and a peak parking demand rate of 6.2 parked vehicles per 1,000 sq. ft. GFA between 1:00 and 2:00 p.m. on a Friday.
- Two Seventh-Day Adventist churches were observed to have parking demand rates of 0.32 and 0.40 vehicles per attendee between 10:00 and 11:00 a.m. on a Saturday during services with 78 and 105 attendees, respectively.

Future studies should include weekday data that encompass group activities (such as, youth groups, study groups, retreats) as well as base employee data.

Land Use: 560
Church

Average Peak Period Parking Demand vs: Seats
On a: Sunday

Statistic	Peak Period Demand
Peak Period	9:00 a.m.–12:00 p.m.
Number of Study Sites	11
Average Size of Study Sites	350 seats
Average Peak Period Parking Demand	0.16 vehicles per seat
Standard Deviation	0.06
Coefficient of Variation	38%
Range	0.03–0.24 vehicles per seat
85th Percentile	0.21 vehicles per seat
33rd Percentile	0.14 vehicles per seat



Attachment C

Reciprocal Parking Agreement

June 28, 2006

City of Oxnard Planning Department
305 West Third Street
Oxnard, California 93030

Re: Reciprocal Parking Agreement

Project No.: 20-060409

To Whom It May Concern::

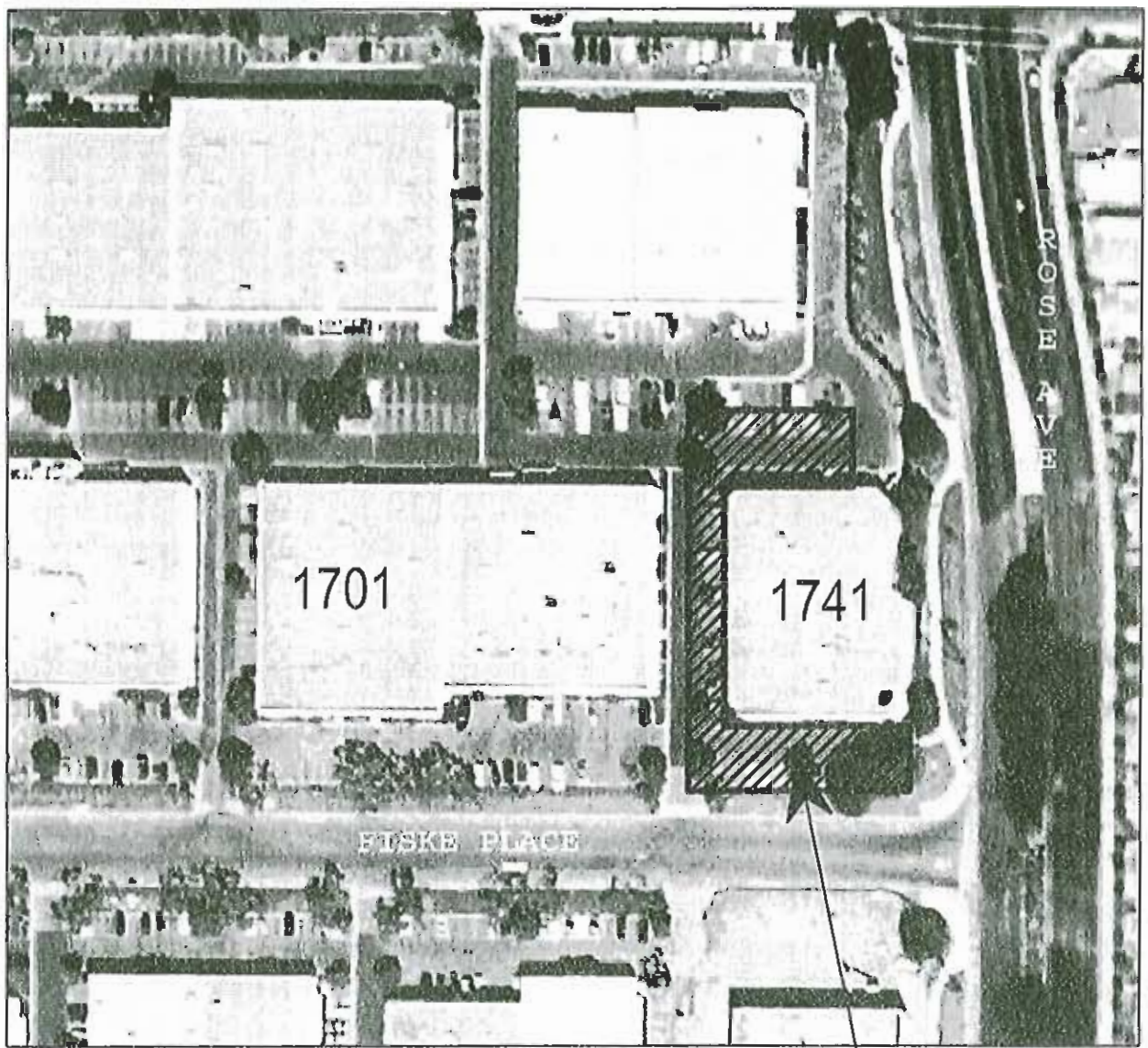
Covenant Players, Owners of the property located at 1741 Fiske Place in Oxnard (APN 220-0-271-056), and each and every successor and assigned to the ownership, in fee title, of any or all of the property, grants to Iglesia Monte Sion Asambleas De Dios Church, Owners of the property located at 1701 Fiske Place in Oxnard (APN 220-0-271-075), an easement over their Property for the purpose of furnishing access and the right to use a minimum of 30 parking spaces anywhere on the Property for Sunday church services. Use of such parking shall be subject to applicable laws and regulations including, but not limited to, restricted use of spaces designated for handicapped persons and truck loading.

Each Party hereto shall defend, indemnify, assume all responsibility for and hold each other harmless from all costs (including attorney fees and costs), claims demands or judgments for injury or damage of property and injuries to persons, including accidental death, arising from use and enjoyment of the easements heretofore described above, unless the cost, claim, demand or judgment is caused by the gross negligence or willful misconduct of the indemnified party.

Covenant Players		**Iglesia Monte Sion Asambleas De Dios**	
By:	[signature]	By:	[signature]
Title:	Secretary / Treasurer	Title:	PASTOR
Date:	July 6, 2006	Date:	July 6, 2006

Enclosure: Site Plan Exhibit "A"

EXHIBIT "A"
PROPERTY MAP



SHARED PARKING AREA

AERIAL VIEW

SCALE: N.T.S.