

**PLANNING COMMISSION  
STAFF REPORT**

**TO:** Planning Commission

**FROM:** Susan L. Martin, AICP, Planning and Environmental Services Manager  
Ashley Golden, Senior Planner *AG*

**DATE:** June 21, 2007

**SUBJECT:** PZ 05-620-07 (General Plan Amendment), PZ 05-570-04 (Zone Change), PZ 05-540-05 (Special Use Permit for a Planned Residential Group), and PZ 05-300-29 (Tentative Subdivision Map and Alley Vacation) for residential redevelopment of the former Sky View Drive-In Theater Site and adjacent Oxnard Boulevard parcels located at 1250 Oxnard Boulevard.

- I. **Recommendation:** That the Planning Commission:
  - a. Adopt a resolution recommending that City Council approve PZ 05-620-07 (General Plan Amendment) to change the land use designation from Commercial General to Medium Density Residential and Park for the residential and park parcels.
  - b. Adopt a resolution recommending that City Council approve PZ 05-570-04 (Zone Change), to change the zone district from Commercial Manufacturing Planned Development (C-M-PD) to Garden Apartment Planned Development (R-3-PD) and Community Reserve (CR) and to change the zone district for the Oxnard Boulevard frontage parcels from Light Manufacturing (M-1) to General Commercial Planned Development (C-2-PD).
  - c. Adopt a resolution recommending that City Council approve PZ 05-300-29 (Tentative Subdivision Map for Tract No. 5682) to create one residential parcel for condominium purposes, one public park parcel, one open space parcel, and one parcel for live/work, townhomes and commercial retail uses and partial alley vacation.
  - d. Adopt a resolution approving PZ 05-540-05 (Special Use Permit for a Planned Residential Group), subject to certain findings and conditions.

2. **Project Description and Applicant:** The project proposes to construct 190 residential units, consisting of three-story attached units, two-story detached units, live/work units, and 7,124 square feet of commercial use on 13.68 acres located at 1250 Oxnard Blvd. (See vicinity map Attachment A). A 1.4-acre public park is proposed. Access to the development is from Oxnard Boulevard, just south of the Oxnard Blvd/Saviors Road/Wooley Road intersection ("Five-Points"). All interior roads will be private. A General Plan Amendment and a Zone Change are requested. A Tentative Subdivision Map is also requested to resubdivide the existing ten parcels into four parcels: one residential parcel for condominium purposes, one park parcel, one open space parcel and one parcel for residential, live/work and commercial use. A vacation of the City's alley on the south side of the property will also be required to develop the project. The project involves Assessors Parcel Nos 204-0-020-05, 08, 09, 10, 11, 14, 15, 26, 27, and 28. The site plan was revised to the current configuration to address some of the issues raised by the Development Advisory Committee (DAC), community input, and the Mitigated Negative Declaration. Filed by the Olson Company, 1701 N. Lombard, Suite 100, Oxnard, CA 93030.
3. **Existing Land Use:** The majority of the subject site is now vacant, but was formerly a drive-in movie theater. Two older, small, industrial/commercial buildings and several vacant parcels are located along Oxnard Boulevard on the south side of the site. The project site is comprised of one large parcel facing Wooley Road and nine parcels along Oxnard Boulevard. Wooley Road, the Ventura County Railroad and commercial/industrial uses are located to the north of the site. On the south are Oxnard Boulevard and commercial/industrial uses. On the west are a motel and commercial uses. On the east are industrial uses and a mobile home park. A public alley runs through the site along the west and south sides from Wooley Road.
4. **General Plan Designation/Amendment:** The land use map of the General Plan designates the project site as "Commercial General" and allows various commercial uses (See General Plan Map, Attachment A). A General Plan Amendment is requested to change the land use designation of the former drive-in theater parcel from Commercial General to Medium Density Residential and Park to accommodate the proposed residential and park uses. The proposed residential density is 13.9 units per acre based on a 13.68 acre parcel. With the approval of the General Plan Amendment, the project would be consistent with the proposed land use designation that allows up to 18 units per acre.
5. **Surrounding Zoning and Land Uses:** The following chart outlines the existing zoning designations and land uses that surround the project site:

Redevelopment of Sky View Drive-In Site and Adjacent Property

June 21, 2007

Page 3 of 13

<b>Location</b>	<b>Zoning</b>	<b>Land Use</b>
<b>North</b>	CBD and M-2	Commercial/Industrial
<b>South</b>	C-M PD	Commercial/Industrial
<b>West</b>	M-1	Motel and Commercial
<b>East</b>	M-1	Industrial and Mobile Home Park

The majority of the project site is zoned Commercial Manufacturing Planned Development (C-M-PD). A Zone Change is requested to Garden Apartment Planned Development (R-3-PD) and Community Reserve (CR) to permit the residential and park development; which staff is recommending.

The adjacent industrial zoning (M-1) to the east requires industrial developments to have a rear setback of 30-feet from property that is zoned for residential use. At least three of the six industrial parcels would not have the required 30-foot setback from the proposed residential zone and these buildings would become legal non-conforming

The parcels fronting on Oxnard Boulevard are zoned Light Manufacturing (M-1) (See Zoning Map, Attachment A). A zone change to General Commercial (C-2-PD) is requested to permit the live/work units, townhomes and retail commercial development on Oxnard Boulevard.

Redevelopment of Sky View Drive-In Site and Adjacent Property

June 21, 2007

Page 4 of 13

The project's consistency with the proposed R-3-PD standards for the main parcel and C-2-PD standards for the Oxnard Boulevard frontage parcel are listed in the chart below:

**R-3 GARDEN APARTMENT & ATTACHED DWELLING UNIT STANDARDS**

Main Residential Development

Division 4 Section 16-55 through 16-64 & 16-360 through 16-362

R-3 STANDARD	REQUIREMENT	PROPOSED MULTI-FAMILY DEVELOPMENT	COMPLIES?
Max. building height	3 stories not to exceed 35 feet	Detached: 26' Attached: 38' & 39' Measured from proposed grade	YES YES with SUP approval
Density	1 unit/2,400 sf lot area	2,884 sf/unit (145 units)	YES
Front yard Wooley Road	20 feet	8 feet along Wooley Road	YES with SUP approval; to be conditioned to be at least 12 ft.
Side yard	7.5 feet for bldgs over 2 stories	East: 15' West: 8'	YES YES
Rear yard	25 feet	South: 20'	YES with SUP approval
Interior yard space	30% of lot area, min. 15' x 15' (125,844 sf). 25% of required IYS may be deck if minimum 10' x 10'.	6,098 sf common open space  Some decks are 5'x10'	YES with SUP approval
Minimum dwelling size	2 or more bedrooms: 900 sq ft	1,340 sf – 1,950 sf.	YES
Building Separation	Equal to the height of the taller structure ( 28 ft/38-39 ft)	Attached: 25 ft.  Detached: 10 ft	YES with SUP approval  YES
Recreation Facilities	Provide pool, spa, courts, BBQ, picnic, rec bldg, exercise courses or play equipment, etc	None	YES with SUP approval
Open Area	Provide lawn area of 2,500 sf & minimum 35' x 35'	6,098 s.f. common area	YES
Distance from Garage to Dwelling	75' from garage to dwelling	Attached	YES
Balcony or patio	One balcony or patio, min. dimension 10 ft.	YES	YES
Balcony enclosures	Railings/ walls to provide 50% enclosure	YES	YES
Storage Areas	Each unit to have 225 cubic feet	428 s.f. – 652 s.f.	YES
Parking spaces	2 spaces/unit with 2 or more bedrooms,* 1" 30 units, 1 visitor space per unit, and 0.5 visitor space per unit thereafter (34).	2 garage spaces per unit: 290  Visitor Spaces: 89	YES  YES. with SUP approval

Redevelopment of Sky View Drive-In Site and Adjacent Property

June 21, 2007

Page 5 of 13

**C-2 GENERAL COMMERCIAL ZONE**  
Mixed Use Development  
(Division 9 Section 16-135 through 16-144)

<b>C-2/R-3 STANDARDS</b>	<b>REQUIREMENT</b>	<b>PROPOSED</b>	<b>COMPLIES?</b>
Max. building height	2 stories or 35 feet. Additional stories may be permitted as part of an SUP	Townhomes:36' Commercial:25'	YES with SUP approval YES
Lot Area (residential uses)	600 sq.ft. per DU	2,420 sf/unit (45 units)	YES
Front yard setback*	Commercial: 10 feet from property line; 30 feet from designated thoroughfares (per GP).  Live/Work/Residential: 20 feet	Commercial: 5'  Live/Work/Residential: 10'	YES with SUP approval; to be conditioned to be at least 8'  YES with SUP approval
Side yard setback*	Commercial: 5 feet.  Residential: 7.5 feet for bldgs over 2 stories	Commercial: 55 ft.  Residential: 55 ft	YES  YES
Rear yard setback*	Commercial: None if <=16 feet in height;15 feet if >16 feet in height.  Residential: 25 ft	Commercial: NA  Residential: 10'	NA  YES with SUP approval
Yard Requirements for Dwellings	30% of lot area, min. 15' x 15' (32,670 sf). 25% of required IYS may be deck if minimum 10' x 10'	None	YES with SUP approval
Residential Recreation Facilities	Provide pool, spa, courts, BBQ, picnic, rec bldg, exercise courses or play equipment, etc for residential use	None	YES with SUP approval
Off-street parking:	Retail & Live Work:1 Space/300 (33)  Residential: 2 spaces/unit (90 garages)  Residential Visitor parking (38 spaces)	Commercial:19  Residential: 90 garages  Residential Visitor: 0	YES with condition to provide required parking for commercial YES  YES with SUP approval
Commercial parking space sizes & design: • Standard (16-636 & 16-638) • Loading	• 9'W x 19'L  • 12'W x 40'L x 14'H :	9' x 18'  None	Yes with 25% reduction granted  YES with condition to provide
Trash enclosures &	To be screened at installation.	YES	YES with

<b>C-2/R-3 STANDARDS</b>	<b>REQUIREMENT</b>	<b>PROPOSED</b>	<b>COMPLIES?</b>
transformers			SUP condition
Rooftop equipment	May not protrude above height of parapet.	YES	YES
Fence (16-310)	<ul style="list-style-type: none"> <li>• Cannot be located in the FY setback area</li> <li>• No chain link in FY</li> <li>• 8' max height</li> </ul>	NA	N/A
Lighting	Comply with Section 16-320 of the City Code.	YES	YES

\* Residential structures shall comply with setbacks for R-3 zone.

The applicant's request for a special use permit for a Planned Residential Group allows requests for variations from the residential zone standards for residential uses. An itemized listing of the requested variations includes the following:

**R-3 Multi-Family Residential Development**

- Building Height: required 35 ft; proposed 38/39 ft.
- Front Yard Setback: required 20 ft; proposed 8 ft. (conditioned to be 12 ft.)
- Rear Yard Setback: required 25 ft; proposed 20 ft.
- Interior Yard: required 125,844 sf; proposed 6,098 sf.
- Building Separation: required 38-39 ft; proposed 25 ft.
- Recreation Facilities: required pool, spa, etc; proposed none

**C-2 Multi-Family Residential and Live/Work**

- Residential Building Heights: required 35 ft; proposed 36 ft.
- Residential Front Setback: required 20 feet; proposed 10 ft.
- Residential Rear Setback: required 25 ft; proposed 10 ft.
- Residential Interior Yard: required 32,670 sf; proposed 0 sf.
- Residential Recreation: required pool, spa, etc; provided none
- Residential Visitor Parking: required 9; provided 0 spaces.

Under the proposed C-2 Planned Development Zone, standards can be modified up to 25% of the requirement. The requested modifications must meet the 25% standard or be conditioned to meet the standard:

**Commercial Development**

- Commercial Front Yard: required 10 ft; proposed 5 ft. (conditioned to be 8')
- Commercial Parking Spaces: required 33; proposed 19 (conditioned to provide a parking study acceptable to the City Traffic Engineer and Planning Manager)
- Commercial Parking Space Size: required 9'x19'; proposed 9'x18'
- Parking Area Landscape Strip: required 10' wide; proposed 5' wide

6. **Environmental Determination:** In accordance with the California Environmental Quality Act, the Planning and Environmental Services Manager provided public notice of the intent of the City to adopt Mitigated Negative Declaration No. 07-05 (MND) for this project as there is no substantial evidence that the project will have a significant effect on the environment with the required mitigation measures. MND 07-05 is attached as Attachment B. MND 07-05 determined that there was the potential for significant impacts associated with the following issue areas: aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards, hydrology/water quality, noise, public services, recreation, traffic and utilities/services. The MND included mitigation measures to reduce potentially significant impacts to less than significant levels. The mitigation measures have been incorporated into the project design or the conditions of approval. The applicant has agreed in writing to accept the mitigation measures. The proposed site plan reviewed in the MND has been revised to address noise, access, land use and parking issues raised in the MND.
7. **Analysis:**
- a) **General Discussion:** After the preparation of the MND, the applicant revised addressed some issues raised in the Development Advisory Committee review and the MND by moving the park to a central location, providing a sound barrier along the Wooley Road property line, and reducing the retail component so that the parking shortage is not as great. To address remaining site plan issues, additional conditions of approval are recommended as follows:
- Removal of private drive gates
  - Increasing the front yard setback along Wooley Road
  - Increasing the side yard setback along the east property line
  - Providing trash enclosures at the end of buildings, along roadways
  - Increasing the front yard setback for the commercial uses
  - Improving commercial/parking ratio
  - Increasing park size from 1.4 to 1.77 acres
  - Providing commercial loading zones
  - Eliminating all vehicular access from Wooley Road, while maintaining refuse and emergency vehicle access to the east side of the existing motel.
- b) **Relevant Property History:** The main portion of the project site was developed as the Sky View Drive-In Theater, which was demolished in the late 1980s. The nine small parcels along the Oxnard Boulevard frontage have had various small commercial/industrial uses, including automobile repair, which left some contaminated soil that is required to be removed. Currently, only two buildings remain; the other properties are vacant.
- c) **Land Use:** The Planning Commission is requested to recommend to the City Council to approve a General Plan Amendment and a Zone Change to allow residential use on the project parcels. As the General Plan Amendment, Zone Change, and residential use requests would create residential and park uses within a

predominately commercial/industrial neighborhood, setback buffers are needed, especially along the eastern property line adjacent to existing industrial uses.

The project proposes a 15-foot setback from the east property line. A condition of approval requires a 30-foot setback. Although this will not address the legal non-conforming issue for existing industrial parcels, staff feels the setback provides a buffer between the two land uses. Additionally, a minimum 34-foot open space buffer is conditioned to be maintained between the residential units and the railroad tracks on the north side of the site.

- d) **Site Plan:** The project site is 13.68 acres in size. (See the site plan in Attachment C.) The site can be broken into two components, the live/work, commercial and residential use along Oxnard Boulevard and the large interior lot with the detached and attached multi-family development and a public park. The first component faces Oxnard Boulevard with the nine live/work units and four retail buildings. Behind the front development are three-story townhomes (two-bedroom). Some townhomes are attached to the rear of retail buildings. These residential units have no yard area but have porches or balconies. The main entrance drive into the second component (residential/park development) is located on Oxnard Boulevard in the center of the retail/live-work development. A smaller drive is located on the west end of the site on Oxnard Boulevard, which serves a commercial parking lot with a gate at the north end for the residential development. Another driveway to a second commercial parking lot is also located on Oxnard Boulevard, on the east end of the site.

A 1.4 acre public park is proposed in the center of the second component. The project is conditioned to provide a 1.77 acre park as was originally presented to the DAC and the community at two community workshops, and as analyzed in the MND. Forty-nine, two-story condominium detached homes (3 and 4-bedroom units) are located in the center of the development. Each has an attached garage that is entered directly off a private drive, with no driveway aprons proposed. These units have small yard areas on the side of the homes. The project is conditioned to provide a private road at the north and west corner of the site so that the alley access can be closed for safety reasons.

Along the east side of the property, adjacent to the industrial uses and the mobile home park, and along the north property line adjacent to the railroad tracks and Wooley Road are 104, three-story, tuck-under condominium townhomes (3-bedroom units). These units have no yard areas but have porches or balconies. Trash enclosures are conditioned to be located at the ends of the building rows that contain the condominium townhomes. Mitigation measures from the MND 07-05 require a sound and safety buffer along the north side of the park as well as restricted pedestrian access from the Wooley Road/railroad track area. The Wooley Road frontage is proposed to be developed with a heavily landscaped sound wall.

Additional building setbacks will be conditioned to provide a 34-foot buffer from the railroad tracks.

The project application includes a request for a special use permit for a Planned Residential Group (PRG) that allows variations from the zone standards as described in Item No. 5 above. The purpose of the PRG is to allow consideration of suitable residential developments that do not fit under conventional zone code standards. The proposed project is designed as an in-fill townhome community with common and public open space. This development contributes to the variety of housing opportunities in the City.

- e) ***Tentative Subdivision Map Tract No. 5682:*** The project includes a subdivision map to divide the existing ten parcels into one park parcel, one multi-family condominium parcel with 145 units, an open space parcel, and a mixed use parcel with four retail units, nine live/work units and 36 multi-family condominiums. The map is attached as Attachment C. Included with the map is the dedication of a public park to the City. This dedication will reduce the Quimby Fees required for the development. Also, the map process will address the vacation of the existing public alley that runs from Wooley Road across the site parallel to Oxnard Boulevard.
- f) ***Redevelopment Area:*** The project is located in the Central City Revitalization Project Area. The Implementation Plan for the CRRP Area supports the rebuilding of vacant, blighted, and underutilized land. Because the proposed project includes the long-vacated, former Drive-In site and nine frontage parcels along Oxnard Boulevard, it is recognized as a key site for a redevelopment proposal that offers an opportunity for an integrated site plan with a unifying design. Therefore, after project entitlements, Community Development Commission (CDC) staff may recommend entering into an Owner Participation Agreement (OPA) with the applicant. Issues to be addressed in the OPA are affordable housing, type of retail uses, and the provision of a police store front.
- g) ***Affordable Housing:*** In accordance with California Redevelopment Law, 15 percent (or 29 units) of the project's 190 units must be affordable to low and moderate income households. CDC Resolution #111 requires these units to be provided either as inclusionary housing (on-site) or as in-lieu fees, to be approved by the CDC. The applicant proposes to provide one-half of the affordable units (14) on-site and pay the in-lieu fee for 95 units (one-half of the 190 total units, or approximately  $95 \times \$5,000 = \$475,000$ ). As this proposal is inconsistent with the existing CDC Resolution #111, a separate resolution must be adopted by the CDC to accept the proposal. This will be done concurrent with the proposed Owner Participation Agreement.
- f) ***Noise:*** A noise study was performed for analysis in the Mitigated Negative Declaration. According to the report, the site is affected by traffic noise on the north

from Wooley Road and on the south by traffic noise from Oxnard Boulevard. Existing noise levels at the north property line were found to be 66.5 dB in the peak hour and 67.5 CNEL for a 24-hour period. By the year 2015 traffic noise levels are estimated to increase to 68 CNEL. Existing noise levels at the south property line were found to be 66.8 dB in the peak hour and 67.8 CNEL. By the year 2015 traffic noise levels are estimated to increase to 68.7 CNEL. By City standards, noise levels exceeding 65 dB CNEL in outdoor living areas for residential land uses are usually considered significant. Interior noise levels for residences should be 45 dB CNEL. According to the report, mitigation is required for the interior of units facing Wooley Road/Railroad Tracks and Oxnard Boulevard. The report contains specific window and construction methods to reduce interior noise impacts to acceptable levels. The outdoor private spaces, as well as the park site will be exposed to noise levels slightly above the outdoor threshold (68.4 dB at the north property line and 68.7 dB on the SW property line). To reduce the outdoor noise, a barrier between the roads and residential uses would reduce the noise levels for the outdoor spaces.

The site is also affected by train noise and vibration. The rail line carries two freight trains per day between the hours of 12:00 pm and 6:00 pm. The noise associated with a train passing was measured at the closest proposed building that would be located 34 feet from the tracks. The initial noise measurement was 90dBA and the CNEL was calculated to be 61dB. The CNEL noise measurement does not exceed outdoor thresholds, but when the train passes by the property, the 90dBA is very high. The project is conditioned for a sound barrier to be provided along the Wooley Road frontage.

- g) ***Train Hazards:*** The Ventura County Railroad Tracks run along the north side of the project site. The project proposes groupings of townhouses along the northern property line. The project is conditioned to provide a 34-foot separation between the railroad tracks and the nearest residence. Freight trains pass the project site twice daily. Currently the trains carry mainly produce. However, in the future there may be a potential for the trains to carry hazardous substances on these tracks. Additionally, there may be a potential for a train derailment. According to the findings of the MND, a buffer or barrier is required of sufficient distance or height to provide separation from the railroad tracks to provide safety and reduce the likelihood of significant impacts if a derailment or hazardous materials incident were to occur on the railroad tracks.
- h) ***Traffic/Circulation:*** The project proposes pedestrian and vehicular access from Oxnard Boulevard. There would be one main entrance with two-way traffic in the center of the site and two minor entrances with two-way traffic; one at the north end of the property on Oxnard Blvd. and one at the south end of the frontage on Oxnard Blvd. that provides access to a parking lot. These access points meet traffic safety and emergency requirements. Currently, because the site is mostly vacant, very few turning movements are made into or out of the site on Oxnard Blvd. The City will require frontage improvements along Oxnard Blvd. to provide safer access and a

bike lane. The project will also be conditioned to prohibit private gates into the residential and park area.

A traffic and circulation study was prepared for analysis in the MND (and is attached to the MND). The traffic study projected that the project will generate 2,126 ADTs with 128 AM peak hour trips and 205 PM peak hour trips. As part of this Study, the existing level of service (LOS) at 11 area intersections in the area was evaluated. It was determined that all existing intersections operate adequately with LOS A-C, except for the Oxnard/Saviers/Wooley intersection (Five-Points) that operates at LOS F in the PM Peak Hour. With both this project and other pending projects, this intersection will still operate at LOS F. With the payment of required traffic mitigation fees, the project's impact will be less than significant.

To address potential cumulative traffic impacts, the City of Oxnard and the County of Ventura have an agreement pertaining to cumulative traffic fees, in which applicants are required to pay applicable City and County traffic fees at the time of permit issuance. This is a standard condition of approval and is included as part of the approval of this project.

To deter pedestrians from walking along Wooley Road or crossing the railroad tracks to access the development, a condition of approval requires a barrier to be provided between the development and the railroad tracks. Also, the alley access (emergency and refuse vehicles only) at the railroad tracks is to be gated to deter pedestrian and vehicular access.

- h) **Parking:** A parking study was prepared that indicated additional parking was needed for the 17,000 square feet of commercial use. The revised site plan addresses this issue by proposing less retail space and adding live/work units for the parcel along Oxnard Boulevard. The parking requirement for the live/work commercial space and the retail development is 33 spaces and a loading zone. Nineteen off-street stalls are proposed and no loading zones. The project is conditioned to provide adequate parking. There are currently several parking spaces on the Oxnard Boulevard frontage. These will be available to serve the commercial uses until a future time when Oxnard Blvd. is widened to provide a median and the parking spaces will be lost; therefore the parking study doesn't count the Oxnard Blvd. parking stalls towards the parking requirements for the project.

The residential component on the Oxnard Boulevard parcel meets the required parking standard by providing a two-car garage for each unit, however, no residential guest parking is provided on the proposed commercial zone parcel. As a stand alone parcel, 38 visitor parking stalls are required for the residential and live-work units. A condition of approval is included requiring the applicant to record a reciprocal parking agreement to allow the residential visitor's to park on the proposed residential parcel.

The residential/park component parcels in the center of the site provides the required residential parking in a two-car garage for each unit. Also, 89 guest-parking spaces are provided. The townhome units (96 on this parcel) require 63 guest parking stalls. If we look at the project collectively, the 141 attached units, require a total of 86 guest parking stalls. The project provides 3 additional guest stalls than required for the entire project. It should be noted that the parking analysis does not show a guest parking requirement for the detached units (49 units). The City parking ordinance assumes that detached units will have a driveway where two guests could park. In this project, the detached product has no drive-ways. The detached units would increase the visitor parking requirement to 88 stalls for this lot, or a total of 110 guests stalls for all residential units in the project (both parcels). If guest parking is required for the detached units, the project is deficient 21 stalls for the guest parking for the entire project.

The Oxnard parking ordinance does not specify a parking requirement for park use, therefore no such parking requirement is discussed in the parking study; however there are approximately 30 parking stalls adjacent to the park that are required for residential guest parking.

- i) ***On-Site Hazardous Materials:*** Phase I and Phase II Environmental Site Assessments were prepared for the project site. The site is designated as a Federal EPA Radon Zone Level 1 that requires proper ventilation to reduce radon accumulation in structures. Due to the age of structures, asbestos containing materials and lead-based paints may be found in the existing buildings located on the Oxnard Boulevard frontage. A pre-demolition survey and proper removal per State standards is required. One of the parcels had a gas station that operated from 1959 until sometime prior to 1980 when fuel tanks were removed, and has recently served as an auto repair shop. Soil and ground water testing was done at the former gas pumps and contaminants were found to be below threshold levels. At the storage shed, diesel and motor oil hydrocarbon contaminants were found from 2 to 5 feet below grade. This soil must be removed down to 6 feet and properly disposed of prior to grading the site. Conditions of approval regarding hazardous materials are included in the project.
8. **Development Advisory Committee:** The DAC reviewed earlier versions of the project at three separate meetings. The DAC had concerns with noise issues, lack of adequate vehicle and pedestrian circulation to the park, park location, lack of commercial loading spaces, shortage of commercial parking spaces, zoning compliance, compatibility with area land uses, increased turning movements into and out of the site, proximity of the railroad and the gated entries. Many of these items have been addressed through the revised site plan, the Planned Residential Group permit and special conditions of approval.

9. **Community Input:** The project was reviewed in a community meeting on May 21, 2007. The project also was presented to the South Oxnard Revitalization Committee. Input included concerns regarding compatibility of residential use on the site, proximity of the proposed residential use to industrial uses, noise that affects the site, project traffic, pedestrian safety, location of the public park and public access to the park. The revised site plan addresses the concerns related to buffers, park location/access and pedestrian safety.

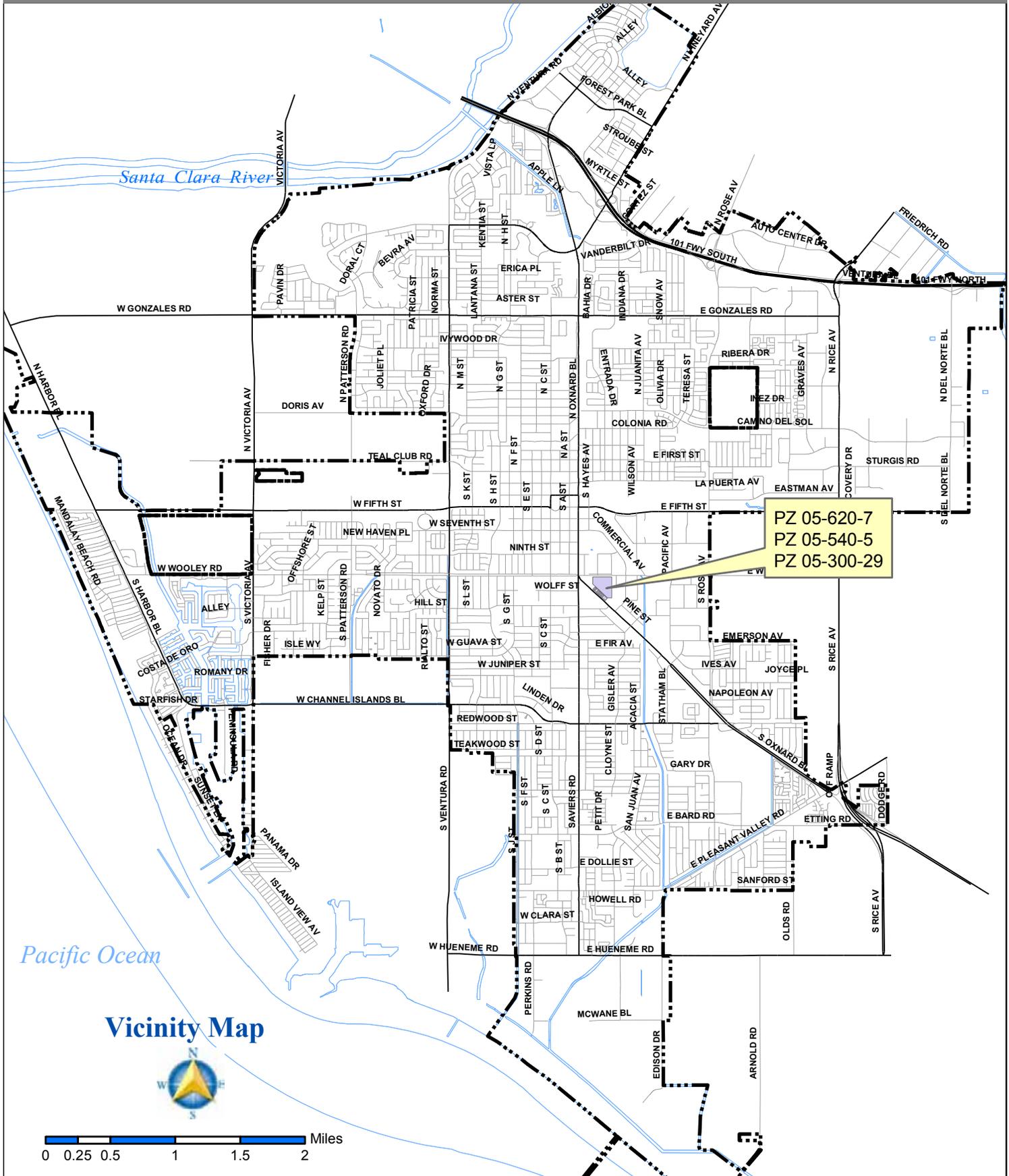
**Attachments:**

- A. Vicinity Map, General Plan Map, Zone Map
- B. Mitigated Negative Declaration 07-05
- C. Project Plans
- D. Planning Commission Resolutions
  - 1. GPA
  - 2. ZC
  - 3. TSM
  - 4. SUP for a PRG

Prepared by:  \_\_\_\_\_  
AG

Approved by:  \_\_\_\_\_  
SM

# Attachment A

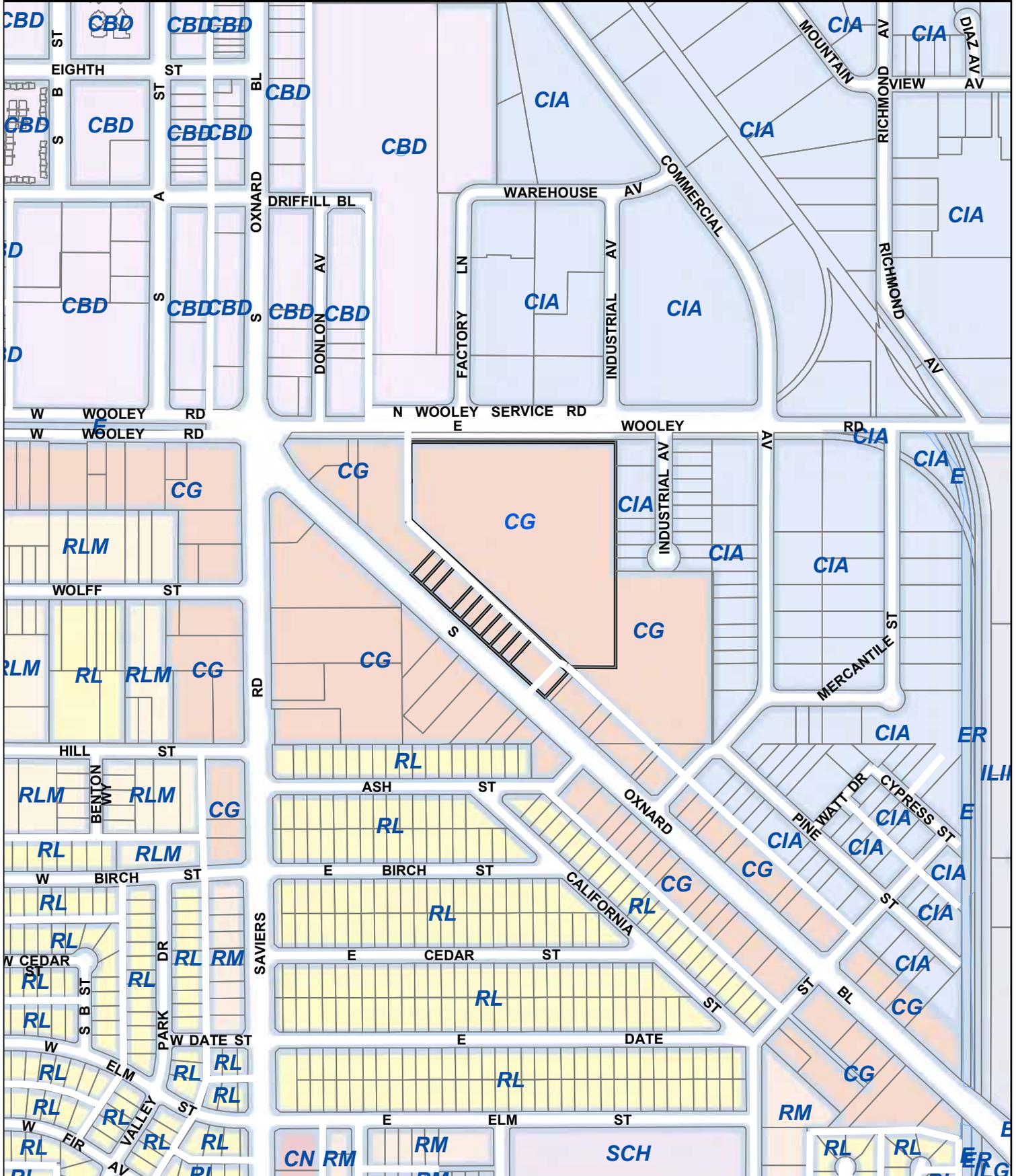


PZ 05-620-7  
 PZ 05-540-5  
 PZ 05-300-29

## Vicinity Map

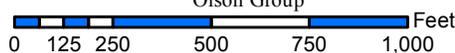


# General Plan Map



Oxnard Planning  
Jun 13, 2007

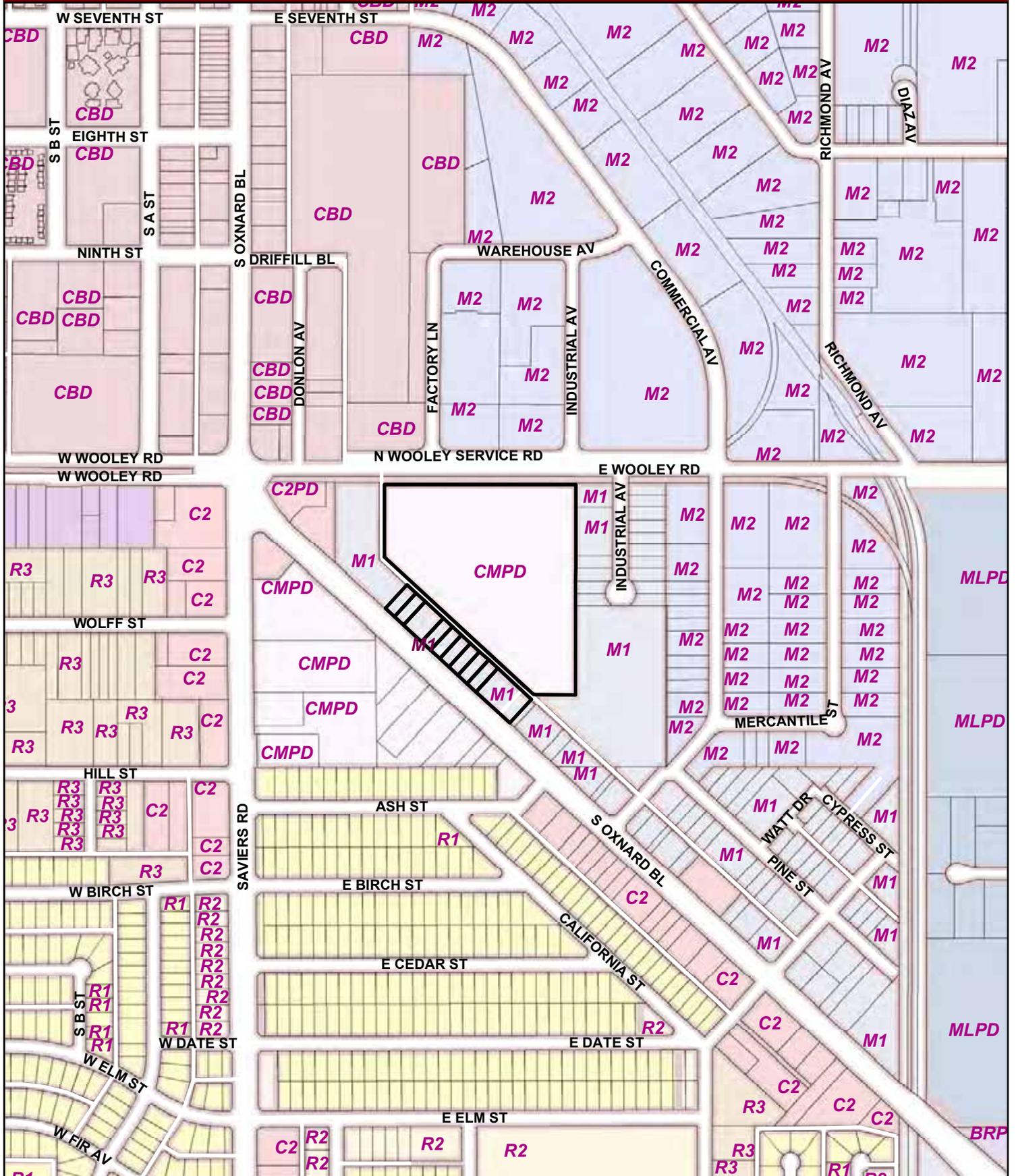
PZ 05-620-7, PZ 05-540-5, PZ 05-300-29  
Location: 1250 Oxnard Bl  
APN: 204002026, 204002015, 204002014, 204002021, 20400201,  
204002010, 204002009, 204002008, 204002028, 204002027, 204002005  
Olson Group

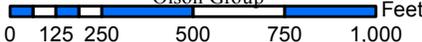


## General Plan Map



# Zone Map



 <p>Oxnard Planning June 13, 2007</p>	<p>PZ 05-620-7, PZ 05-540-5, PZ 05-300-29                  Location: 1250 Oxnard Bl                  APN: 204002026, 204002015, 204002014, 204002021, 20400201,                  204002010, 204002009, 204002008, 204002028, 204002027, 204002005</p> <p style="text-align: center;">Olson Group</p> 	<p style="text-align: center;"><b>Zone Map</b></p>	
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# Attachment B



PLANNING DIVISION  
305 WEST THIRD STREET  
OXNARD, CALIFORNIA 93030

**NOTICE OF INTENT  
TO ADOPT A MITIGATED NEGATIVE DECLARATION  
MND# 07-05**

The City of Oxnard Planning Division has reviewed an application on the following proposed project:

PZ 05-620-07 (General Plan Amendment), PZ 05-570-04 (Zone Change), PZ 05-54-05 (Special Use Permit for Planned Residential Group), and PZ 05-300-29 (Tentative Map and Alley Vacation), a request to construct 190 residential units, consisting of 134 town homes and 56 detached single-family residences and 17,821 square feet of commercial use on 13.9 acres located at 1250 Oxnard Boulevard near the Five-Points intersection. The proposed residential density is 15.8 units per acre. A 1.77 acre public park would also be provided. A General Plan Amendment is requested to change the land use designation from Commercial General to Medium Density Residential and Park. A Zone Change is requested to change the zone district from Commercial Manufacturing Planned Development (C-M PD) to Medium Density Residential Planned Development (R-3 PD) and Community Reserve (CR), a Zone Change for the Oxnard Boulevard frontage is requested from Light Manufacturing (M-1) to General Commercial Planned Development (C-2 PD) to allow mixed use. A Tentative Subdivision Map is requested for residential condominium purposes, one park parcel, and one parcel for commercial/residential mixed use. A vacation of the City's alley on the south side of the property will also be required to develop the project. Modifications are requested to zone code standards including building heights, building setbacks, yard areas, building separations, storage areas and visitor parking. Filed by Olson Company, 1701 N. Lombard, Suite 100, Oxnard, CA 93030.

In accordance with Section 15070 of the California Code of Regulations, the Planning Division of the City of Oxnard has determined that there is no substantial evidence that the proposed project would have a significant effect on the environment, and that a mitigated negative declaration (MND) may be adopted.

The draft document may be reviewed online, from the City webpage at [www.ci.oxnard.ca.us](http://www.ci.oxnard.ca.us). Under "Government", select "City Departments" on the home page. Go to the "Planning Division" page, under the Development Services Department listing. Then choose "Environmental Documents" to select and view the draft document.

Alternatively, the draft document is available for review at the Oxnard Planning Division office, 305 W. Third Street (8:00 a.m. to 6:00 p.m., Monday through Thursday, and 8:00 a.m. to 5:00 p.m. on alternate Fridays), and at the Oxnard Public Library, 251 South "A" Street (9:00 a.m. to 8:00 p.m., Monday through Thursday, and 9:00 a.m. to 5:30 p.m. on Saturday and 1:00 p.m. to 5:00 p.m. on Sunday).

**The public review period begins on June 1, 2007 and ends on June 21, 2007.** All comments should be provided in writing and received before 5:00 p.m. on the last day of the review period. Inquiries should be directed to Ashley Golden, at (805) 385-7882 and written comments may be mailed or faxed (805-385-7417) to the City of Oxnard, Planning Division, 305 W. Third Street, Oxnard, CA 93030.

5/30/07  
Date

  
Susan L. Martin, AICP  
Planning Division Manager

- cc: - Applicant  
- County Clerk  
- MND Distribution List  
- Property Owners within 300 feet (Occupants within 100 feet if coastal zone project)



PLANNING DIVISION  
305 WEST THIRD STREET  
OXNARD, CALIFORNIA 93030

## MITIGATED NEGATIVE DECLARATION NO. 07-05

On the basis of an initial study, and in accordance with Section 15070 of the California Code of Regulations, the Planning Division has determined that there is no substantial evidence that the proposed project may have a significant effect on the environment:

PZ 05-620-07 (General Plan Amendment), PZ 05-570-04 (Zone Change), PZ 05-540-05 (Special Use Permit for Planned Residential Group), and PZ 05-300-29 (Tentative Map and Alley Vacation), a request to construct 190 residential units, consisting of 134 townhomes and 56 detached single-family residences and 17,821 square feet of commercial use on 13.9 acres located at 1250 Oxnard Boulevard near the Five-Points intersection. Access to the development is from Oxnard Boulevard, just south of the Oxnard Blvd/Saviers Road/Wooley Road intersection (Five-Points). The proposed residential density is 15.8 units per acre. A 1.77 acre public park would also be provided. A General Plan Amendment is requested to change the land use designation from Commercial General to Medium Density Residential and Park. A Zone Change is requested to change the zone district from Commercial Manufacturing Planned Development (C-M PD) to Medium Density Residential Planned Development (R-3 PD) and Community Reserve (CR), a Zone Change for the Oxnard Boulevard frontage is requested from Light Manufacturing (M-1) to General Commercial Planned Development (C-2 PD) to allow mixed use. A Tentative Subdivision Map is requested for residential condominium purposes, one park parcel, and one parcel for commercial/residential mixed use. A vacation of the City's alley on the south side of the property will also be required to develop the project. Modifications are requested to zone code standards including building heights, building setbacks, yard areas, building separations, storage areas and visitor parking. The site is in the CCRP Redevelopment area and an Owner Participation Agreement will be needed for the development. The project involves Assessors Parcel Nos 204-0-020-05, 08, 09, 10, 11, 14, 15, 26, 27, and 28. Filed by Olson Company, 1701 N. Lombard, Suite 100, Oxnard, CA 93030.

Attached is a copy of the initial study documenting the reasons to support the finding of no significant effect on the environment. Mitigation measures are included in the initial study to reduce the identified potential effects to a less than significant level:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards
- Hydrology
- Noise
- Public Services
- Recreation
- Transportation/Traffic
- Utilities

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
Air Quality (Short-term)	Temporary Minor Impact	<p>C-1 During construction, developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment.</p> <p>C-2 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.</p> <p>C-3 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities.</p> <p>C-4 During construction, Developer shall control dust by the following activities:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul> <p>C-5 During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.</p> <p>C-6 During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to</p>	Less Than Significant Impact	<p>At plancheck: Planning Division</p> <p>Onsite: Development Services</p>

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
		<p>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.</p> <p>C-7 Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways.</p>		
Air Quality (Long-term)	Potentially Significant	<p>C-9 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.</p> <p>C-10 Prior to demolition of any on-site structures, Developer shall comply with any and all regulations pertaining to asbestos and lead paint removal.</p>	Less Than Significant Impact	Planning Division and Development Services
Aesthetics	Potentially Significant	<p>A-1. Prior to approval for the site plan, Developer shall ensure that all new lighting is shielded from off-site views and designed to provide on-site safety.</p> <p>A-2. Prior to issuance of Building Permits, Developer shall minimize windows adjacent to the adjoining mobile home park.</p>	Less Than Significant Impact	Planning Division and Development Services
Biology	Potentially Significant	<p>D-1. Prior to issuance of Building Permits, an arborist report shall be prepared to assess the value of the existing trees. The Public Works, Parks Maintenance Department shall determine which trees shall be saved and incorporated into the development and require replacement trees of specified species.</p>	Less Than Significant Impact	Planning Division and Parks
Cultural Resources	Potentially Significant	<p>E-1. Based on the recognized sensitivity for the occurrence of buried sites and artifacts and as mandated by the City of Oxnard archaeological guidelines, Developer shall pay for monitoring by a qualified archaeologist and Native American monitor (specifically a qualified Venturo-Chumash descendant). A contract with the monitor shall be presented to the City prior to issuance of grading permits. Monitoring shall be required during all soil disturbances including grading (cut and fill) or other excavation (e.g., trenching). Should movement of soils during</p>	Less Than Significant Impact	<p>Prior to grading permit issuance: Planning Division.</p> <p>Onsite: Development</p>

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
		<p>grading for recompaction activities show no evidence of an archaeological site or artifacts and with the agreement of the City of Oxnard, Planning and Environmental Services Division and onsite Native American consultant, further monitoring at this location by the archaeologist shall no longer be required. In the event that a prehistoric site or historic remains older than 50-years is identified during monitoring, the Archaeologist and/or Native American monitor shall be empowered to stop all construction activities in the vicinity of the find. The archaeologist shall document, identify, and evaluate the potential significance of the find. Such evaluation may require Phase 2 site subsurface excavation and evaluation program. Should remains prove to be significant, avoidance of the resource is the preferred mitigation. If avoidance through project redesign is not feasible, further investigations in the form of a Phase 3 data recovery program will be implemented to mitigate impacts to the identified resource. The Native American monitor shall remain on site throughout any necessary site documentation, evaluation, and mitigation processes.</p> <p>Contracts shall include weekly reports from the archaeological monitor to the Planning Division summarizing the monitor's activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services 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 occupancy for each building.</p>		Services
Geology and Soils	Potentially Significant	<p>F-1 Developer shall submit a site-specific soils investigation, which shall be prepared by a licensed geotechnical engineer. At a minimum, such study shall include liquefaction and compressible soil characteristics on the subject site, and shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts upon the proposed project. All recommendations of said report shall be incorporated into the project. Developer shall submit the report to the Building Official for review and approval prior to issuance of building permits.</p> <p>F-2 Prior to C of O, all construction shall meet the minimum requirements of the Uniform Building Code for anticipated seismic activity within the region.</p>	Less Than Significant Impact	Development Services

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
<p>Hazards and Hazardous Materials</p>	<p>Potentially Significant</p>	<p>G-1. Prior to issuance of grading permits, Developer shall provide a setback buffer and/or barrier of sufficient distance or height to provide separation from the railroad tracks shall be provided prior to issuance of C of O to reduce the likelihood of significant impacts if a derailment or hazardous materials incident occurred on the railroad tracks. Such buffer shall be to the satisfaction of a risk analyst/engineer approved by the City.</p> <p>G-2. Prior to C of O, Developer shall design structures with positive ventilation to reduce the potential for radon accumulation.</p> <p>G-3. Prior to demolition of any on-site structures, Developer shall comply with all regulations pertaining to asbestos and lead paint removal.</p> <p>G-4. At the storage shed, diesel and motor oil hydrocarbon contaminants found from 2 to 5 feet below grade require that this soil be removed down to 6 feet and properly disposed of prior to grading the site.</p> <p>Recommendation: The Phase II report should be provided to the Oxnard Fire Department and Ventura County to close the site.</p> <p>G-5 Developer shall immediately enter into an agreement for regulatory oversight on the voluntary cleanup efforts. This agreement may be with either the Ventura County Environmental Health Division (EHD) Voluntary Cleanup Program, or with the State Department of Toxic Substance Control (DTSC). A copy of the written agreement shall be provided to the Planning Division Manager prior to final City approvals on the planning entitlements.</p> <p>G-6 Developer shall submit documentation from an oversight agency that the onsite remediation activities were conducted in a manner consistent with the standard practices, and that the site is determined to be suitable for the intended uses proposed (i.e. residential and commercial). Such documentation shall be submitted to the satisfaction of the Planning Division Manager prior to issuance of any building permits.</p>	<p>Less Than Significant Impact</p>	<p>Planning Division</p>

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
Hydrology and Water Quality	Potentially Significant	H-1. Developer shall submit a SWPPP to verify compliance with NPDES requirements prior to issuance of a Building Permit.	Less Than Significant Impact	Development Services
Noise	Potentially Significant	<p>K-1. For all units in the first row facing Wooley Road and Oxnard Boulevard the following shall be shown on plans prior to issuance of Building Permits and inspected prior to issuance of C of O:</p> <ul style="list-style-type: none"> <li>a. Roof ceiling construction shall be roofing on 1/2" plywood. Batt insulation shall be installed in joist spaces. The ceilings shall be one layer of 1/2" gypboard nailed direct.</li> <li>b. All exterior walls shall be 2x4 studs 16" o.c. with batt insulation in the stud spaces. Exteriors shall be exterior plaster or stucco.</li> <li>c. All north and southwest facing windows and glass doors in the first row of units shall be glazed with STC 29.</li> <li>d. All entry doors shall be 1-3/4" solid core flush wood doors with vinyl bulb weather stripping on the sides and top. Panel doors with panels less than 1-3/4" are not acceptable. Glazing in entry doors is not acceptable.</li> <li>e. No mail slots shall be built into the entry doors.</li> <li>f. A ventilation system shall be provided so that windows do not need to be opened to provide ventilation to the unit interiors.</li> </ul> <p>K-2. To reduce the noise for outdoor residential spaces and park uses, a sound barrier shall be placed between Wooley Road, the railroad tracks and Oxnard Boulevard to reduce the noise levels for the outdoor spaces to 65dBa or less. An acoustical specialist shall determine the placement, materials and height of the barrier prior to issuance of Building Permits.</p> <p>K-3. All potential purchasers of dwelling units shall be provided with a disclosure statement relating to the roadway and train noise that affects the property. Owners shall sign the disclosure prior to purchasing a unit.</p>	Less Than Significant Impact	Planning Division and Development Services
Public Services	Potentially Significant	<p>M-1. Prior to issuance of a building permit, Developer shall pay the required school impact fees in order to mitigate school impacts.</p> <p>M-2. Prior to issuance of building permits, Developer shall pay the required Oumby impact</p>	Less Than Significant Impact	Planning Division

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
		<p>fees in order to mitigate the effects of these additional demands.</p> <p>M-3. Prior to issuance of a building permit, Developer shall pay the following development fees: <i>Planned Traffic Circulation System Facilities Fees</i> (Traffic Impact); <i>Planned Water Facilities Fee</i>; <i>Planned Wastewater Facilities Fee</i>; <i>Planned Drainage Facilities Fee</i>; and <i>Growth Requirement Capital Fee</i>.</p>		
Recreation	Potentially Significant	<p>N-1. The developer is required to pay the Quimby fee to reduce the impacts associated with the proposed development prior to issuance of a building permit.</p>	Less Than Significant Impact	Planning Division
Transportation and Parking	Potentially Significant	<p>O-1. Developer shall pay the applicable County/City Traffic Impact fees prior to issuance of a Building Permit.</p> <p>O-2. In accordance with Caltrans specifications and standards, Developer shall design the project to maintain adequate site distance at all driveways prior to issuance of a Building Permit.</p> <p>O-3. Prior to issuance of a Building Permit, Developer shall ensure all roadway design specifications are completed by a registered traffic engineer.</p> <p>O-4. During construction, roadway work shall be completed by a Caltrans qualified contractor.</p> <p>O-5. Developer shall reduce the amount of commercial square footage or increase the amount of parking until parking demands are met on-site, prior to issuance of a Grading Permit.</p>	Less Than Significant Impact	Planning Division and Development Services
Utilities and Service Systems	Potentially Significant	<p>P-1. Developer shall pay applicable Calleguas Capital Construction charges prior to issuance of Building Permit.</p>	Less Than Significant Impact	Planning Division

Attachments:

- A. Initial Study/MND#07-05
- B. Vicinity Map
- C. Reduced Project Site Plan
- D. Air Emission Modeling
- E. ATE Traffic Study
- F. LCC Electromagnetic Radiation Report
- G. Davy & Associates Acoustical Report
- H. Applicant's Agreement to Mitigation Measures



Planning & Environmental Services Division  
305 West Third Street  
Oxnard, CA 93030  
805/385-7858  
FAX 805/385-7417

## INITIAL STUDY NEGATIVE DECLARATION 07-05

The Olson Company  
PZ 05-620-07 (General Plan Amendment),  
PZ 05-540-05 (Special Use Permit for Planned Residential Group)  
PZ 05-570-04 (Zone Change)  
PZ 05-300-29 (Tentative Map and Alley Vacation)  
1250 South Oxnard Blvd  
June 1, 2007

### Introduction

This *Initial Study* has been prepared in accordance with relevant provisions of the *California Environmental Quality Act (CEQA) of 1970*, as amended, and the *CEQA Guidelines* as revised. *Section 15063(c)* of the *CEQA Guidelines* indicates that the purposes of an Initial Study are to:

1. Provide the Lead Agency (i.e., the City of Oxnard) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration;
3. Assist the preparation of an EIR, if one is required, by:
  - Focusing the EIR on the effects determined to be significant;
  - Identifying the effects determined not to be significant;
  - Explaining the reasons why potentially significant effects would not be significant; and
  - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs; and
7. Determine whether a previously prepared EIR could be used with the project.

The City of Oxnard *Threshold Guidelines - Initial Study Assessment* (February 1995) was used along with other pertinent information for preparing the *Initial Study* for this project.

The purpose of the *Threshold Guidelines* is to inform the public, project applicants, consultants and City staff of the threshold criteria and standard methodology used in determining whether or not a project (individually or cumulatively) could have a significant effect on the environment. Furthermore, the *Threshold Guidelines* provide instructions for completing the *Initial Study* and determining the type of environmental document required for individual projects.

Determining the significance of environmental impacts is a critical and often controversial aspect of the environmental review process. It is critical because a determination of significance may require that the project be substantially altered, or that mitigation measures be readily employed to avoid the impact or reduce it below the level of significance. If the impact cannot be reduced or avoided, an Environmental Impact Report (EIR) must be prepared. An EIR is a detailed statement that describes and analyzes the significant environmental impacts of a proposed project, discusses ways to reduce or avoid them, and suggests alternatives to the project, as proposed. The preparation of an EIR can be a costly and time-consuming process.

Determining the significance of impacts is often controversial because the decision requires staff to use their judgment regarding a subject that is not clearly defined by the law. The State CEQA *Guidelines* define the term "significant impact on the environment" as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. However, there is no iron-clad definition of what constitutes a substantial change because the significance of an activity may vary according to location.

To help clarify and standardize decision-making in the environmental review process, Oxnard has developed thresholds of environmental significance. Thresholds are measures of environmental change that are quantitative for subjects like noise, air quality, and traffic; and qualitative for subjects like aesthetics, land use compatibility, and biology. These thresholds are used in the absence of other empirical data to define the significance of impacts. For some projects, however, special studies and/or the professional judgment of City staff may enter into the decision-making process. Therefore, Oxnard's thresholds are intended to serve as guidelines, and to augment existing CEQA provisions governing the definition of significance.

The City's environmental thresholds will be periodically updated as new information becomes available, or as standards regarding acceptable levels of environmental change are reevaluated. For example, the air quality thresholds adopted by Oxnard were established through State and Federal legislation. These standards, and the methodology used to compute them, may change over time. When this occurs, the City will evaluate the data and, if necessary, modify the thresholds to reflect improved awareness.

When other agencies have jurisdiction over a given site, the project proponent will have to meet the design, mitigation, and monitoring requirements imposed by those agencies, as well as any additional requirements established by the City of Oxnard.

**CITY OF OXNARD**  
**INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM**

1. Project Title: Gateway Walk
2. Lead Agency Name and Address: City of Oxnard, Planning & Environmental Services Division, 305 West Third Street, Oxnard, CA 93030
3. Contact Person and Phone Number: Ashley Golden, (805) 385-7858
4. Project Location: 1250 South Oxnard Blvd, specifically APN 204-0-020-05, 08, 09, 10, 11, 14, 15, 26, 27, and 28
5. Project Applicant Name and Address: The Olson Company, 1701 North Lombard Street, Ste. 100, Oxnard, CA 93030
6. General Plan Designation: Commercial General
7. Zoning: CM (Commercial Manufacturing) and M-1 (Light Manufacturing)
8. Description of Project: Construction of 190 residential units, consisting of 134 town homes and 56 detached single-family residences, and 17,821 square feet of commercial use in a mixed use setting on 13.9 acres located at 1250 Oxnard Blvd near the Five-Points intersection. The project's residential density is 15.8 units per acre. A 1.77 acre public park will also be provided. Access to the development is from Oxnard Boulevard, just south of Five-Points. A General Plan Amendment (PZ05-620-07) is requested to change the land use designation from Commercial General to Medium Density Residential and Park. A Zone Change (PZ05-570-04) is requested to change the zone district from Commercial Manufacturing Planned Development (C-M PD) to Medium Density Residential Planned Development (R-3 PD) and Community Reserve (CR). A Zone Change for the Oxnard Boulevard frontage is requested from Light Manufacturing (M-1) to General Commercial Planned Development (C-2 PD). A Tentative Map (PZ05-300-29) is requested to divide the existing parcels into one residential parcel for condominium purposes, one park parcel and one parcel for residential/commercial mixed use. A Special Use Permit (PZ05-540-05) is requested to allow modifications to zone code standards including building heights, building setbacks, yard areas, building separations, storage areas, visitor parking spaces and storage areas. The site is in the redevelopment area and an Owner Participation Agreement will be needed for the project. A vacation of the City's alley on the south side of the property will also be required to develop the project.
9. Surrounding Land Uses and Setting: The majority of the subject site is vacant, formerly a drive-in movie site with older industrial/commercial uses and vacant parcels along the south/east side. Wooley Road and the Ventura County Railroad and industrial uses are located to the north of the site. On the south side are Oxnard Boulevard and industrial uses. On the west side are a motel and commercial uses. The east side contains industrial uses and a mobile home park.

- 10. Other agencies whose approval is required (e.g., permits, financing approval, or participating agreement): City of Oxnard Redevelopment Agency.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or as indicated by the checklist on the following pages.

- |   |   |  |
|---|---|--|
| <input checked="" type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agricultural Resources             | <input checked="" type="checkbox"/> Air Quality            |
| <input checked="" type="checkbox"/> Biological Resources          | <input checked="" type="checkbox"/> Cultural Resources      | <input checked="" type="checkbox"/> Geology/Soils          |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning                 |
| <input type="checkbox"/> Mineral Resources                        | <input checked="" type="checkbox"/> Noise                   | <input type="checkbox"/> Population/Housing                |
| <input checked="" type="checkbox"/> Public Services               | <input checked="" type="checkbox"/> Recreation              | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems     | <input type="checkbox"/> Mandatory Findings of Significance |  |

**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

*Susan Martin*

Signature

5/30/2007

Date

Susan Martin

Print Name

Planning Manager

Title

## EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," cited in support of conclusions reached in other sections may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used—Identify and state where they are available for review.
  - b. Impacts Adequately Addressed—Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures—For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify: a) The significance criteria or threshold, if any, used to evaluate each question; and b) The mitigation measure identified, if any, to reduce the impact to less than significance.

**A. AESTHETICS**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista? (2020 General Plan, VIII - Open Space/ Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (2020 General Plan, VIII - Open Space/ Conservation Element; XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Substantially degrade the existing visual character or quality of the site and its surroundings? (2020 General Plan, VIII - Open Space/Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Create a source of substantial light or glare, which would adversely affect day or nighttime views in the area? (2020 General Plan, VIII - Open Space/Conservation Element, XII - Community Design Element; FEIR 88-3, 4.12 - Aesthetic Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

1-3) The project proposal includes the development of 190 residential units (including three-story buildings), a public park and commercial square footage. The project site is located east of the Five-Points intersection (Oxnard Boulevard, Saviors Road and Wooley Road). Natural scenic resources within the City include the beaches, coastline agricultural areas and parks. Manmade aesthetic resources in the City of Oxnard include structures of historic significance and areas with special architectural design themes. The project site is not within or adjacent to these resources. Oxnard Boulevard and Wooley Road are designated scenic highways in the General Plan. The project will improve the views of the old existing buildings on site by providing new residential and commercial development as well as a park. The project site is in a highly visible location, however the project will not detract from the surrounding environment. The building heights will be taller than surrounding buildings, especially the mobile home park units, but should be permitted with approval of the Special Use Permit for the Planned Residential Group. Less than significant aesthetic impacts are anticipated.

4) The proposed project will create new additional sources of light since the majority of the project site is currently vacant. The light source will be from parking lot lights and wall mounted pack lights. The impact of new lighting will be less than significant with the standard lighting condition.

Mitigation:

A-1. Prior to approval for the site plan, Developer shall ensure that all new lighting is shielded from off-site views and designed to provide on-site safety.

A-2. Prior to issuance of Building Permits, Developer shall minimize windows adjacent to the adjoining mobile home park.

Monitoring: A lighting plan and windows on building elevations shall be reviewed and approved by Planning and Environmental Services prior to issuance of Building Permit for the first building and inspected in the field at C of O.

Result After Mitigation: Impacts will be less than significant.

**B. AGRICULTURAL RESOURCES\***

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.7 - Agricultural Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.7 - Agricultural Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.7 - Agricultural Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

\* In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural and farmland.

Discussion:

1-3). According to the 2020 General Plan, most of the agricultural land in the Oxnard area is outside the City limits and Sphere of Influence. This is due the conversion of the majority of lands within the Oxnard City boundary to urban uses, removing these prime soils from active agricultural production. There are currently 3,363 acres of land within Oxnard that are under a Williamson Act Contract; this site is not included in that acreage. The site is located in an urbanized area and is not zoned for agricultural use, further, the site has been developed with urban uses for many years. No significant impacts related to agriculture are anticipated as a result of this project.

Mitigation: None required.

Monitoring: None required.

Result After Mitigation: NA

**C. AIR QUALITY\***

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan? ( <i>FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program</i> )	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? ( <i>FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? ( <i>FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program</i> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Expose sensitive receptors to substantial pollutant concentrations? ( <i>FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program</i> )	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Create objectionable odors affecting a substantial number of people? ( <i>FEIR 88-3, 4.5 - Air Quality; Ventura County Air Quality Assessment Guidelines; Urbemis 2002 Computer Program</i> )	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

\* Where available, the significant criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Discussion:

It is the applicant's responsibility to contact the Ventura County Air Pollution Control District (APCD) to verify compliance with any permitting needs of the APCD.

1-3). Short-term impacts to air quality will occur due to grading and other construction activities associated with the project, such as earth-moving and heavy equipment vehicle operations. The project contemplates 9,549 cy of cut and 77,074 cy of fill for a net of 67,525 cy of fill. Also, typical over-excavation and re-compaction will occur. There will be pollutant emissions related to short-term construction activities, including up to 5,700 dump trucks making 11,400 trips. According to Air Pollution Control District staff, if these trips occur in a short period of time as proposed by the project developer, they would be considered a less than significant short-term impact. The proposed project could also potentially expose construction workers as well as near-by sensitive receptors (children, elderly, and infirm within residential areas) to pollutants and excessive amounts of airborne materials if appropriate safety precautions are not

taken during construction. Standard APCD mitigations will be required in order to minimize on-site construction emissions and maximize dust suppression onsite. The project will require the demolition of existing buildings at the project site. Depending upon the types of building materials that were used and the year in which the building was constructed, many different areas and fixtures in a building may contain asbestos. Exposure to asbestos may cause serious health effects. For example, asbestos exposure can increase the risk of lung cancer by five times. Cancer of the stomach and internal organs such as the mouth, esophagus, larynx, kidneys, and colon can also be caused by asbestos exposure. Asbestos is likely to be found in buildings constructed before 1979 and almost certain to be present in those built before 1950. Demolition or renovation activities involving asbestos materials also are subject to APCD Rule 62.7, Asbestos, Demolition and Renovation. The District's Compliance Division should be contacted at 805/645-1443 to determine any asbestos inspection and compliance requirements before commencing demolition or renovation of any building. Compliance with APCD Rule 62.7 is adequate to ensure that asbestos entrainment will not cause a significant adverse impact. With inclusion of standard mitigation measures identified in the City's Threshold Guideline—Initial Study Assessment (February 1995) and compliance with APCD permitting requirements, short-term air quality impacts would be considered less than significant.

Long-term impacts of the proposed project (residential, commercial and park use) will increase in vehicle trips to and from the site. Potential long-term air quality impacts associated with the proposed project can be contributed primarily to vehicular emissions. The City's adopted thresholds of significance for Reactive Organic Compounds (ROC) and Nitrogen Oxide (NO<sub>x</sub>) emissions is 25 pounds/day. Project emissions were calculated utilizing URBEMIS 2002, version 8.7.0 air quality computer emissions modeling program. Model runs are located within the back of this document. It is estimated that the proposed project would generate traffic emissions from the proposed residential/park/commercial uses, that would result in approximately 37.22 pounds/day of ROC and 38.76 pounds/day of NO<sub>x</sub>, both of which would exceed the City's air quality thresholds. Emissions that exceed the threshold may be mitigated with the "buy-down" of emissions through a contribution to the City's Transportation Demand Management (TDM) Program. In this case, the resulting project exceeds the ROC thresholds by 12 pounds and NO<sub>x</sub> thresholds by 13 pounds. Should all building permits for the proposed project be issued in 2007, the fee for the proposed development would be calculated as follows:

$$\text{TDM fee} = 13 \text{ pounds} \times \$9.58/\text{pound} \times 365 \text{ days} \times 3 \text{ years} = \$136,371.30$$

In accordance with current APCD Guidelines, such fees shall be re-assessed at the time of building permit issuance to ensure the correct fees are used in the calculation, based on the number of units and Target Year; the fee listed above is an approximate figure and provided for informational purposes only. As City and County CEQA Guidelines and adopted policies consider the buy-down TDM fee as full mitigation, associated cumulative long-term air quality impacts would be considered less than significant.

4). CO Hot Spots and Sensitive Receptors. Projects involving traffic impacts may result in the formation of Carbon Monoxide (CO) hot spots. Although the Ventura County Air Basin is currently an attainment area for CO, exhaust emissions can potentially cause a direct, localized "hotspot" impact at or near the proposed development. CO is a product of incomplete combustion of fossil fuel; unlike ozone, CO is emitted directly out of a vehicle exhaust pipe and is heavier than air. The optimum conditions for a CO hotspot is cool and calm weather (a stable and reduced air mixing layer) at a congested major roadway intersection with sensitive receptors nearby, and where vehicles are either idling or moving at a stop-and-go pace. Sensitive receptors within the project vicinity include the residents of the Oxnard Mobile Home Park and existing residential neighborhoods located south of the project off Ash and California Streets as well as the proposed park space; these land uses would be likely to have sensitive receptors (i.e., young children, ill, elderly, etc.).

To analyze the project for CO impacts, information from the traffic study (summarized in the Transportation section)

was used to determine if any intersections would have a significant decrease in the level of service affected by the project. The potential for CO hot spot impacts can be identified for Oxnard Blvd./Saviers Road/Wooley Road as it currently operates at LOS F in the PM Peak Hour and will degrade further due to the project. According to staff at the Air Pollution Control District, as the project will provide a bike lane on Oxnard Blvd, the project will contribute to reducing traffic trips and improving traffic flow, therefore the impact will be less than significant.

Consistency with the 1997 Air Quality Management Plan (AQMP): The Ventura County Air basin is currently a non-attainment area for both the Federal and State standards for ozone and the state standards for PM10. Exceedance of air quality standards is the result of past and ongoing urban and rural development that has caused emissions to exceed the air basin's capacity for dispersal and removal of air pollutants. It should be noted, however, that the goal of the Ventura County Air Quality Management Plan (AQMP), which was most recently revised in 1997, is to reduce pollutant concentrations below National Ambient Air Quality Standards (NAAQS) through the implementation of air pollutant emissions controls. The plan predicts attainment of the Federal ozone standards by the year 2005. To achieve full compliance, the Federal one-hour ozone standard cannot be exceeded more than one day in any year for three consecutive years. Although there were no exceedances of the Federal one-hour ozone standard throughout the South Central Coast Air Basin in 2004 and 2005, there were two exceedances in 2003. Attainment, therefore, has not yet been achieved.

According to the Ventura County Air Pollution Control District (APCD), any General Plan Amendment with a residential component that would result in a substantial population increase above that identified within the most recently adopted AQMP would be considered inconsistent with that plan and would be considered a cumulatively significant impact.

To develop the project (approximately 13 acres) a General Plan Amendment is requested to change the land use designation from Commercial General to Medium Density Residential and Park. A Zone Change is requested to change the zone district from Commercial Manufacturing Planned Development (C-M PD) to Medium Density Residential Planned Development (R-3 PD) and Community Reserve (CR). A Zone Change for the Oxnard Boulevard frontage is requested from Light Manufacturing (M-1) to General Commercial Planned Development (C-2 PD). The Oxnard 2020 General Plan, contemplated build-out of the project site for commercial and industrial uses however, the Commercial General land use designation allows residential uses. The project would provide 190 residential units, a park and 17,821 square feet of small commercial uses. Approval of the project would allow 190 new units on the site, however, these could have been considered within the Oxnard 2020 General Plan under the Commercial General land use designation. There also could be 13 fewer acres of commercial/industrial development with the project. The associated increase in population from 190 units would be approximately 760 persons based upon official state estimates of approximately 4 persons per housing unit within the City of Oxnard. The Ventura County APCD indicates that Oxnard's 2005 population estimate is 170,277 persons. Because the Ventura County APCD only maintains population forecast numbers until the year 2005, an APCD annual population growth factor of 1.0082 was formulated and extrapolated to the year 2013, which resulted in a 2013 population forecast of 181,773 persons. This extrapolation methodology was approved by APCD for use within the Centex Homes at Oxnard and Gonzales SEIR because updated APCD population forecasts are not currently available and will not be available until the release of the 2007 Air Quality Management Plan (AQMP). Should further land use entitlements be required (beyond those which are the subject of this analysis), the Ventura County APCD recommends that any future AQMP consistency analysis be conducted based on the population estimates contained within the forthcoming 2007 AQMP. Based on the above extrapolation, the addition of an estimated 760 persons associated with the project to the APCD population estimate of 170,277 persons would not come close to exceeding the estimated 2013 population forecast of 181,773 persons. The proposed project, therefore, would not be inconsistent with the AQMP. Associated AQMP impacts would, therefore, be less than significant.

5). Odors are not normally associated with residential and park uses. Therefore, a significant odor impact is not anticipated from this project. Odors in the neighborhood from the onion processing plant are part of the ambient environment and are not anticipated to create a significant impact for new residents.

Mitigation:

The following mitigation measure shall apply to short- and long-term impacts:

C-1 During construction, developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment.

C-2 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.

C-3 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities.

C-4 During construction, Developer shall control dust by the following activities:

- All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (c)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
- All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.

C-5 During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.

C-6 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.

C-7 Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways.

C-8 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.

C-9 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.

C-10 Prior to demolition of any on-site structures, Developer shall comply with any and all regulations pertaining to asbestos and lead paint removal.

Required Monitoring: Prior to issuance of demolition permit, Planning staff shall review a report regarding clean-up of any asbestos and lead paint. Planning staff shall check all plans prior to permit issuance to ensure the above measures are incorporated into the project. The Building Official, or designee, shall monitor all applicable measures until construction is completed.

Result After Mitigation: Air quality impacts would be considered less than significant.

**D. BIOLOGICAL RESOURCES**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**D. BIOLOGICAL RESOURCES**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? <i>(2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? <i>(2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? <i>(2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.10 - Biological Resources; and Local Coastal Plan)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1-6). According to the 2020 General Plan the project site is not located near any riparian habitat area, dune area or coastal beaches and wetlands. The site has been developed with urban uses for many years as have the surrounding parcels. The site does have a number of existing mature Cypress, Palm and Eucalyptus trees. The project site does not lie within an existing or proposed habitat or conservation plan area and does not contribute to regional wildlife movement since it is surrounded by commercial and industrial development and two major roadways. An Arborists report shall be prepared to identify the value of these trees and the Public Works, Parks Maintenance Department shall determine if the trees should be saved or replaced. With this mitigation, less than significant impacts are expected.

Mitigation:

D-1. Prior to issuance of Building Permits, an arborist report shall be prepared to assess the value of the existing trees. The Planning Division shall determine which trees shall be saved and incorporated into the development and require replacement trees of specified species.

Monitoring: Prior to the issuance of Building Permits, the arborist report shall be reviewed by Planning staff and the landscape plan shall reflect any required trees to be saved or required replacement trees.

Result After Mitigation: Less than significant.

**E. CULTURAL RESOURCES**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.12 - Aesthetic Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Disturb any human remains, including those interred outside of formal cemeteries? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.11 - Cultural Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

1-4).Based on the known alluvial conditions in the project area and historic, agricultural practices, the project area is considered as sensitive for the occurrence of an as yet undocumented historic, archaeological or paleontological site or artifacts buried within alluvial or fill soil. The depth of disturbance of grading for the existing development is unknown. It may be assumed to have been at least 18 to 24-inches based on past building practices. Despite this known disturbance, buried and as yet undocumented archaeological deposits may occur within the area of potential effect.

Although the site is substantially developed, due to the history of previously recorded and discovered archaeological and ethnographic resources within the general area of the proposed project site, the potential exists that previously unknown, subsurface resources might exist on site that could be disturbed by grading and other subsurface activities the proposed development. This is considered to be a potentially significant impact.

Mitigation:

E-1. Based on the recognized sensitivity for the occurrence of buried sites and artifacts and as mandated by the City of Oxnard archaeological guidelines, Developer shall pay for monitoring by a qualified archaeologist and Native American monitor (specifically a qualified Ventureno Chumash descendant). A contract with the monitor shall be presented to the City prior to issuance of grading permits. Monitoring shall be required during all soil disturbances including grading (cut and fill) or other excavation (e.g., trenching). Should movement of soils during grading for recompaction activities show no evidence of an archaeological site or artifacts and with the agreement of the City of Oxnard, Planning and Environmental Services Division and onsite Native American consultant, further monitoring at this location by the archaeologist shall no longer be required. In the event that a prehistoric site or historic remains

older than 50-years is identified during monitoring, the Archaeologist and/or Native American monitor shall be empowered to stop all construction activities in the vicinity of the find. The archaeologist shall document, identify, and evaluate the potential significance of the find. Such evaluation may require Phase 2 site subsurface excavation and evaluation program. Should remains prove to be significant, avoidance of the resource is the preferred mitigation. If avoidance through project redesign is not feasible, further investigations in the form of a Phase 3 data recovery program will be implemented to mitigate impacts to the identified resource. The Native American monitor shall remain on site throughout any necessary site documentation, evaluation, and mitigation processes.

Contracts shall include weekly reports from the archaeological monitor to the Planning Division summarizing the monitor's activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services 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 occupancy for each building.

Monitoring: Planning staff will review the Archaeological / Native American monitoring contract(s) prior to issuance of any grading permits. Planning staff will ensure the monitoring reports are received prior to Planning Division inspection for final building permit sign-off. Development Services staff will monitor onsite construction activities, as necessary.

Result after Mitigation: Upon implementation of the above mitigation measures, the project will not result in any residual significant adverse effects on the environment related to cultural resources.

## F. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of known fault? Refer to Division of Mines and Geology Special Pub. 42. (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Strong seismic ground shaking? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Seismic-related ground failure, including liquefaction? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Landslides? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Result in substantial soil erosion, or the loss of topsoil? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**F. GEOLOGY AND SOILS**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (2020 General Plan, IX - Safety Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

The following information is based on the Geotechnical Investigation by Gorian, August 31, 2005 and February 9, 2007.

1-4) The City of Oxnard is located in an area that has a high potential for seismic ground shaking (City of Oxnard, 2020 General Plan Figure IX-2). The City of Oxnard 2020 General Plan lists fault systems that are located within the vicinity of the City of Oxnard (City of Oxnard Table IX-1 and Figure IX-2). There are no known active faults within the City limits. However active and potentially active faults are present in the surrounding region and may extend into the subsurface beneath the City. In addition, the City of Oxnard 2020 General Plan identifies the proposed project site as being located in an area that is marked by moderate to low potential for liquefaction (City of Oxnard Figure IX-2). The Gorian report indicates that there are no landslides present within or near the site due to relatively level topography. Also, no active or potentially active faults are known to cross the property. Tsunami and seiche are not hazards inherent to the site given its distance from the ocean. The report recommends that at least three feet of the top soil be removed and re-compacted to address potential liquefaction and seismic settling. As these ground failure risks are considered to be potentially significant impacts, a geotechnical engineering evaluation of the proposed project site will be required as part of the construction plans in order to avoid creating any significant impacts to soils and geologic resources. With the implementation of necessary mitigation measures to address liquefaction and seismic concerns, impacts due to geology and soils would be reduced to less than significant levels.

Mitigation:

F-1 Developer shall submit a site-specific soils investigation, which shall be prepared by a licensed geotechnical engineer. At a minimum, such study shall include liquefaction and compressible soil characteristics on the subject site, and shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts upon the proposed project. All recommendations of said report shall be incorporated into the project. Developer shall submit the report to the Building Official for review and approval prior to issuance of building permits.

F-2 Prior to C of O, all construction shall meet the minimum requirements of the Uniform Building Code for anticipated seismic activity within the region.

**Monitoring:** The Building Official will review the soils investigation report and shall determine if any applicable recommendations are to be incorporated into the project.

**Result After Mitigation:** Upon implementation of the mitigation measures, the project impacts will be less than significant for soils and geologic resources.

**G. HAZARDS AND HAZARDOUS MATERIALS**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**G. HAZARDS AND HAZARDOUS MATERIALS**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (2020 General Plan, IX - Safety Element; City of Oxnard Emergency Preparedness Plan and Response Manual)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (2020 General Plan, IX - Safety Element)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1&2). The Ventura County Railroad Tracks run along the north side of the project site. Freight trains that could potentially carry hazardous substances travel these tracks adjacent to the site. Plus there may be a potential for a train derailment. The project proposes a 1.7 acre public park and groupings of townhouses along the northern property line. A buffer or barrier of sufficient distance or height to provide separation from the railroad tracks should be provided to reduce the likelihood of significant impacts if a derailment or hazardous materials incident occurred on the railroad tracks.

3&4). The project will not emit or contain any known hazardous materials during or after construction. It is anticipated that the storage of small quantities of oil, gasoline, and household chemicals would be associated with the project; the storage and use of such small quantities of these materials would not result in a significant health hazard. The project applicant was required to submit with their application verification that the project site is not on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impacts from the development are anticipated.

Adjacent to the site in the southeast corner is an existing 150-foot tall antennae tower. According to City records, the antennas existing on the tower are permitted for cell phone communications. Analysis conducted for the antennae permits by LCC in February 1999 indicated that at the tower and within 15 feet of the tower, the radiofrequency electromagnetic readings are 50% of the applicable public exposure limit. No significant EMF impacts are anticipated.

The following discussion is based on information from the Phase I and Phase II Environmental Site Assessments prepared by SECOR on August 10, 2005, September 12, 2005, January 9, 2007 and February 2, 2007 for the old drive-in theater site and the commercial properties fronting on Oxnard Blvd. The reports indicate that there are no on-site sources of contamination on the drive-in site. However, there are several off-site sources that could contaminate the groundwater at the site. Soil and groundwater test borings indicated that the containments were all below laboratory thresholds and therefore no remediation or mitigation would be necessary.

The report also studied the commercial parcels fronting on Oxnard Blvd. The site is designated as a Federal EPA Radon Zone Level 1 that requires proper ventilation to reduce radon accumulation in structures. Due to the age of structures, asbestos containing materials and lead-based paints may be found in the buildings. A pre-demolition survey

and proper removal per State standards is required. One of the parcels had a gas station from 1959 until sometime prior to 1980 when fuel tanks were removed and has recently served as an auto repair shop. Soil and ground water testing was done at the former gas pumps and contaminants were found to be below threshold levels. At the storage shed, diesel and motor oil hydrocarbon contaminants were found from 2 to 5 feet below grade. This soil must be removed down to 6 feet and properly disposed of prior to grading the site. The Phase II report should be provided to the Oxnard Fire Department and Ventura County to close the site.

5-8). The proposed project site is not located within an airport approach or clear zone adjacent to the Oxnard Airport as depicted on Figure IX-4 of the 2020 General Plan, nor is it located near a private airstrip. Moreover, the proposed project would not interfere with an adopted emergency response plan or emergency evacuation plan. Finally, the proposed project site is located within an urban area and consists of land that has been developed in the past. No wildlands exist within the vicinity of the proposed project site that could result in hazards related to wildland fires. Therefore, no impacts are anticipated from hazards related to airports or wildland fires for the proposed project.

Mitigation:

G-1. Prior to issuance of grading permits, Developer shall provide a setback buffer and/or barrier of sufficient distance or height to provide separation from the railroad tracks shall be provided prior to issuance of C of O to reduce the likelihood of significant impacts if a derailment or hazardous materials incident occurred on the railroad tracks. Such buffer shall be to the satisfaction of a risk analyst/engineer approved by the City.

G-2. Prior to C of O, Developer shall design structures with positive ventilation to reduce the potential for radon accumulation.

G-3. Prior to demolition of any on-site structures, Developer shall comply with all regulations pertaining to asbestos and lead paint removal.

G-4. At the storage shed, diesel and motor oil hydrocarbon contaminants found from 2 to 5 feet below grade require that this soil be removed down to 6 feet and properly disposed of prior to grading the site.

G-5 Developer shall immediately enter into an agreement for regulatory oversight on the voluntary cleanup efforts. This agreement may be with either the Ventura County Environmental Health Division (EHD) Voluntary Cleanup Program, or with the State Department of Toxic Substance Control (DTSC). A copy of the written agreement shall be provided to the Planning Division Manager prior to final City approvals on the planning entitlements.

G-6 Developer shall submit documentation from an oversight agency that the onsite remediation activities were conducted in a manner consistent with the standard practices, and that the site is determined to be suitable for the intended uses proposed (i.e. residential and commercial). Such documentation shall be submitted to the satisfaction of the Planning Division Manager prior to issuance of any building permits.

Recommendation: The Phase II report should be provided to the Oxnard Fire Department and Ventura County to close the site.

Monitoring: Planning staff shall review the soils report after the removal of contaminated soils and shall review the proposed disposal site.

Result After Mitigation: Hazardous impacts would be less than significant with the incorporation of mitigation measures.

*Gateway Walk*

*PZ06- PZ 05-620-07 GPA, PZ 05-540-05 PDP, PZ 05-570-07 ZC and PZ 05-300-29 TSM*

*June 1, 2007*

*Page 20*

**H. HYDROLOGY AND WATER QUALITY**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements? (2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/Conservation Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/Conservation Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? (2020 General Plan, VIB - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in substantial erosion or siltation on- or off-site? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## H. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
6. Otherwise substantially degrade water quality? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Inundation by seiche, tsunami, or mudflow? (2020 General Plan, VII - Public Facilities Element, VIII - Open Space/Conservation Element, IX - Safety Element; FEIR 88-3, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion:

1,3, 4,5,6). Water quality impacts associated with the proposed use would primarily be those associated with motor vehicles and landscape maintenance. The primary source of contaminants would be oil, grease, and particulates emitted by motor vehicles. There are no surface water bodies or wetlands within the vicinity of the proposed project, however existing absorption rates, drainage patterns, and runoff rates of the subject site would be affected by an increase in impervious surfaces on-site. A Preliminary Drainage Study for Tentative Tract 5682 was prepared by the Bridge Group, May 15, 2007. The report indicates that the site currently drains in a southerly direction to an existing 36 inch City storm drain in the alley that ultimately drains into a Ventura County flood channel. The report indicates that the developed site will drain to new catch basins equipped with insert filters and this water will be conveyed to the storm drain in the alley, or the storm drain on Oxnard Blvd., or the exiting storm drain on Wooley Road. These City facilities have the capacity to accept drainage from the site.

The proposed project will be required to comply with the NPDES program, which will result in cleaner water introduced into the City's storm drain system than with the existing project. In order to comply with the NPDES requirements for a permit to discharge storm water and NPDES requirements for a construction permit, a development

project that disturbs five acres or more must prepare a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP outlines both a plan to control storm water pollution during construction and after construction is complete by the use of best management practices (BMPs) that are appropriate and applicable to the project. As the proposed project would result in new paving and lot coverage by buildings, a SWPPP would be required and would be subject to the review and approval of the City of Oxnard in order to verify compliance with NPDES requirements. Less than significant impacts to water quality are anticipated with the completion of a SWPP.

2) The project site is located in the Calleguas Water District. The project would be served by City municipal water; the City obtains most of its water from the Calleguas Water District, which in turn purchases most its water from the Metropolitan Water District of Southern California. Other sources of water include local well water from United Water Conservation District and City wells. In order to address water supply needs at a regional level, representatives of the City of Oxnard, the Port Hueneme Water Agency (PHWA), the United Water Conservation District (UWCD), and the Calleguas Municipal Water District (CMWD) meet regularly. A collective effort to ensure contented delivery of high quality water to the area has been initiated through the Groundwater Recovery Enhancement And Treatment (GREAT) Program, which will result locally in the construction of a new, regional groundwater desalination facility to serve Oxnard and Port Hueneme. The proposed Gateway project would result in approximately 760 additional residents on-site than that which exists today. Based on an average per capita water demand rate of 155 gallons per day (gpd), increased water demand would be approximately 117,800 gpd. Additional water use would also be associated with the proposed 1.7 acre park. According to the City's General Plan, water demand associated with build-out of Oxnard in 2020 is anticipated to result in an annual demand of 39,750 AFY. The proposed increase in water demand associated with the project represents less than 0.5% increase in future anticipated City-wide water demand. Implementation of the project, therefore, would not exacerbate existing groundwater supplies. Associated impacts to groundwater resources would be less than significant.

7-10). The proposed project site is located outside of the 100-year flood plain, within an area of minimal flooding (City General Plan, Figure IX-3). In addition, the proposed project is not located near the coastline, creeks, or drainage courses and, as such, is not located within an area that is prone to inundation by seiche, tsunami, or mudflow. Therefore, no significant impacts are anticipated from these risks.

Mitigation:

H-1. Developer shall submit a SWPPP to verify compliance with NPDES requirements prior to issuance of a Building Permit.

Monitoring: Public Works Staff shall review and approve the SWPPP prior to issuance of a Building Permit.

Result After Mitigation: Less than significant.

**I. LAND USE AND PLANNING**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Physically divide an established community? <i>(2020 General Plan, V - Land Use Element: FEIR 88-3, 4.1 - Land Use)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**I. LAND USE AND PLANNING**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (2020 General Plan; City adopted Specific Plans; Local Coastal Program; and Zoning Ordinance; FEIR 88-3, 4.1 - Land Use)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Conflict with any applicable habitat conservation plan or natural community conservation plan? (2020 General Plan, VIII - Open Space/Conservation Element; FEIR 88-3, 4.1 - Land Use)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1&2). The site is surrounded by commercial and industrial uses. The surrounding and on-site General Plan land use designation is Commercial General. The project application includes the following requests:

Park Parcel - General Plan Land Use Designation from Commercial General to Park, Zone Change from Commercial Manufacturing Planned Development (C-M PD) to Community Reserve (CR)

Mixed Use Parcel - Zone change from Light Manufacturing (M-1) to General Commercial Planned Development (C-2 PD)

Condominium Parcel - General Plan Land Use Designation from Commercial General to Residential Medium Density, Zone Change from Commercial Manufacturing Planned Development (C-MPD) to Medium Density Residential Planned Development (R-3)

The proposed residential density is 15.8 units per acre. The project has applied for a Planned Residential Group Special Use Permit in order to modify various zone standards applicable to the project including building heights, building separation, visitor parking spaces, yard areas, storage, and setbacks. The GPA and Zone Change requests would create an island of residential and park use within a predominately commercial/industrial neighborhood. A legal non-conforming situation will be created for the industrially developed parcels adjacent to the site on the east side. The industrial zoning (M-1) requires a rear setback of 30-feet from property that is zoned for residential use. Several of the existing industrial buildings on the lots off Industrial Way would not have the required 30 foot setback from the proposed residential zone. These buildings would become legal non-conforming. With City Council approval of the GP Amendment, the Zone Change and the incorporation of the mitigation measures in this Negative Declaration, land use impacts are anticipated to be less than significant.

3). No Habitat or conservation plans exist for this site. No impacts are anticipated.

Mitigation: None required.

Monitoring: None required.

Result After Mitigation: NA

## J. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (2020 General Plan, V - Land Use Element; FEIR 88-3, 4.8 - Earth Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion:

1&2). The proposed project is anticipated to have a nominal increase in fuel consumption and other energy sources due to construction activities and future day-to-day business operations. According to the 2020 General Plan, Figure VIII-7, the project will not create a unique demand on available mineral resources in the City, since the project site is not located in an area of importance for mineral deposits. As shown in Figure VII-7 of the 2020 General Plan, the City of Oxnard has mineral/sand/gravel deposits primarily along the Santa Clara River Channel, along the 101 Freeway corridor and along the eastern edge of the City extending west of Oxnard Boulevard. The project does not fall within any of the areas listed as having significant mineral deposits. Therefore, no significant adverse effects on natural and mineral resources are expected.

Mitigation: None required.

Monitoring: None required.

Result After Mitigation: NA

**K. NOISE**

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (2020 General Plan, X - Noise Element; FEIR 88-3, 4.4 - Noise; Oxnard Sound Regulations - Sections 19-60.1 through 19-60.15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1&2). The information in this discussion is based on the *Acoustical Analysis* prepared by Davy & Associates, September 6, 2006.

Traffic Noise - According to the report, the site is affected by traffic noise on the north from Wooley Road and on the south by traffic noise from Oxnard Boulevard. Existing noise levels at the north property line were found to be 66.5 dB in the peak hour and 67.5 CNEL for a 24-hour period. By the year 2015 traffic noise levels are estimated to increase to 68 CNEL. Existing noise levels at the south property line were found to be 66.8 dB in the peak hour and 67.8 CNEL. By the year 2015 traffic noise levels are estimated to increase to 68.7 CNEL. The City has established noise guidelines in the Noise Element of the City's General Plan. These guidelines identify compatible exterior noise levels for various land use types. The maximum allowable noise exposure varies depending on the land use. According to the City's Threshold Guidelines, noise levels exceeding 65 dB CNEL in outdoor living areas for residential land uses are usually considered significant. Interior noise levels for residences should be 45 dB CNEL or less. According to the report, mitigation is required for the interior of units facing Wooley Road/Railroad Tracks and Oxnard Boulevard. The report contains specific window and construction methods to reduce the interior noise impacts to acceptable levels. These measures are outlined below in the "Mitigation Measures." The outdoor private spaces, as well as the park site will be exposed to noise levels slightly above the outdoor threshold (68.4 dB at the north property line and 68.7 dB on the SW property line). Noise mitigation for outdoor living areas was not addressed in the noise report. To reduce the outdoor noise, a barrier wall between the roads and park/residential uses would reduce the noise levels for the outdoor spaces.

Train Noise - The site is also affected by train noise and vibration. The rail line carries two freight trains per day between the hours of 12:00 pm and 6:00 pm. The noise associated with a train passing by was measured at the closest proposed building that is located 34-feet from the tracks. The initial noise measurement was 90dBA and the CNEL was calculated to be 61dB. Since the CNEL noise measurement does not exceed outdoor thresholds, but when the train passes the 90dBA is very high, it is recommended that a noise barrier be provided between the train and park land, as well as outdoor residential spaces, as discussed above.

Construction Noise - The City limits the allowable hours of construction activities to Monday through Saturday from 7:00 a.m. to 6:00 p.m. Construction would involve clearing, grading, foundation construction and finish construction. The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed and the condition of the equipment. Based on typical construction operations it is anticipated that during clearing and grading activities the equipment would include scrapers, dozers, water truck, blades and loaders. When construction equipment is operating, existing residences immediately south and north of the project site could be disturbed by the activities. Because of the relatively short-term to moderate duration of construction activities, the City's existing restrictions on periods when construction can occur, and the common incorporation of routine construction noise controls, potential noise impacts upon adjacent existing residences are considered adverse, but less than significant.

3&4). Since the majority of the site is currently vacant, the construction of small retail shops, 190 housing units and a 2-acre park will increase the ambient noise levels. The noise associated with these new uses should be less than significant given the urban nature of the site. No mitigation is required.

5&6). There are no airports in the vicinity of the project site. No airport-related noise impacts are anticipated.

#### Mitigation:

K-1. For all units in the first row facing Wooley Road and Oxnard Boulevard the following shall be shown on plans prior to issuance of Building Permits and inspected prior to issuance of C of O:

- a. Roof ceiling construction shall be roofing on ½" plywood. Batt insulation shall be installed in joist spaces. The ceilings shall be one layer of ½" gypboard nailed direct.

- b. All exterior walls shall be 2x4 studs 16" o.c. with batt insulation in the stud spaces. Exteriors shall be exterior plaster or stucco.
- c. All north and southwest facing windows and glass doors in the first row of units shall be glazed with STC 29.
- d. All entry doors shall be 1-3/4" solid core flush wood doors with vinyl bulb weather stripping on the sides and top. Panel doors with panels less than 1-3/4" are not acceptable. Glazing in entry doors is not acceptable.
- e. No mail slots shall be built into the entry doors.
- f. A ventilation system shall be provided so that windows do not need to be opened to provide ventilation to the unit interiors.

K-2. To reduce the noise for outdoor residential spaces and park uses, a sound barrier shall be placed between Wooley Road, the railroad tracks and Oxnard Boulevard to reduce the noise levels for the outdoor spaces to 65dBa or less. An acoustical specialist shall determine the placement, materials and height of the barrier prior to issuance of Building Permits.

K-3. All potential purchasers of dwelling units shall be provided with a disclosure statement relating to the roadway and train noise that affects the property. Owners shall sign the disclosure prior to purchasing a unit.

Monitoring: The report on the sound barrier shall be prepared prior to submittal of plans for Building Permit. Noise construction mitigation and the sound barrier shall be shown on the plans for Building Permit. The buildings shall be inspected for compliance with the sound mitigations prior to issuance of occupancy.

Result After Mitigation: Less than significant noise impacts.

## L. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through an extension of roads or other infra-structure)? (2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**L. POPULATION AND HOUSING**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (2020 General Plan, IV - Growth Management Element, V - Land Use Element, Revised 2000-2005 Housing Element, FEIR 88-3, 4.2 - Population, Housing and Employment, 5.0 - Growth-Inducing Impacts)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

1). The site is currently vacant. The surrounding and on-site General Plan land use designation is Commercial General. The project application includes the following requests:

Park Parcel - General Plan Land Use Designation from Commercial General to Park  
Zone Change from Commercial Manufacturing (CMPD) to Community Reserve (CR)

Mixed Use Parcel - Zone change from Light Manufacturing (M-1) to General Commercial (C-2PD)

Condominium Parcel - General Plan Land Use Designation from Commercial General to Residential Medium Density  
Zone Change from Commercial Manufacturing (C-MPD) to Medium Density Residential (R-3)

The Oxnard 2020 General Plan, contemplated build-out of the project site for commercial and industrial uses however, the Commercial General land use designation allows residential uses. The project would provide 190 residential units, a park and 14,300 square feet of small commercial uses. Approval of the project would allow 190 new units on the site, however, these could have been considered within the Oxnard 2020 General Plan under the Commercial General land use designation. There also could be 13 fewer acres of commercial/industrial development with the project. The associated increase in population from 190 units would be approximately 760 persons based upon official state estimates of approximately 4 persons per housing unit within the City of Oxnard. No significant population impacts are anticipated.

2&3). The property is currently vacant except for a several small commercial establishments. No housing or populations will be displaced. No significant impact is anticipated.

Mitigation: None required.

Monitoring: None required.

Result After Mitigation: NA

**M. PUBLIC SERVICES\***

Would the project result in substantial adverse physical impacts to the following:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Fire protection? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Police protection? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Schools? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Parks? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Other public facilities? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.13 - Public Services)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\* Include potential effects associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

Discussion:

1) Fire. The project has been designed to include adequate fire hydrants, vehicular and pedestrian access, signage, smoke detectors and all requirements of the Uniform Fire Code in order to minimize any potential impacts on fire services. In addition, standard Fire Department conditions regarding driveway widths and lengths will be incorporated into the proposed project. With the inclusion of standard Fire Department conditions, impact on fire services is considered to be less than significant.

2) Police. According to the City's 2020 General Plan, the current staffing ratio of City police officers to population should be maintained to provide adequate police services as the City's population increases. The City monitors the need for additional equipment, facilities, and/or personnel as part of the Five-Year Development Plan. Through this action, the City ensures that police services are available to serve new development, including the proposed project and cumulative development in the City. The increase in tax base generated by the project and cumulative projects would help fund the project's share of necessary police service expansion within the City. In addition the project must incorporate any Police Department design requirements (such as those pertaining to site access, site security, lighting, etc.) which will reduce demands for police protections service to the site and which will help ensure adequate public safety. Therefore, impact on police services is considered to be less than significant.

3) Schools. According to the 2020 General Plan, all proposed residential development would adversely impact existing schools in the City of Oxnard. Occupancy of the 190 residential units would generate additional students that would ultimately attend elementary and intermediate school in the Oxnard School District and high school in the Oxnard Union High School District (OUHSD).

The Oxnard School District uses a student generation factor for K-8 students of 0.387 students per single family detached unit and 0.110 for single family attached units. For the project, the 56 single family units would generate 21.6 students and the 134 condominium townhomes would generate 14.7 students for a total of 36 new K-8 students. The OUHSD uses a student generation factor of 0.1914 students per unit. The 190-unit development is expected to generate 36 students. Prior to issuance of a building permit, the applicant will be required to pay the required school impact fees in order to mitigate school impacts. With the inclusion of the required fees, impacts to schools are considered to be less than significant.

4) Parks. The proposed project includes a 2-acre public park to be dedicated to the City. However, it is anticipated that future residents of this project will place additional demands on local and regional parks and recreational facilities. Prior to issuance of building permits, the applicant will be required to pay the required Quimby impact fees in order to mitigate the effects of these additional demands. With the inclusion of the required fees, impacts to parks are considered to be less than significant.

5) Public Facilities. Water service to the site is currently provided by Calleguas Municipal Water District. The proposed project consists of the redevelopment of a site that has previously been developed. All required infrastructure is in place surrounding the site. Water will be provided to the development by the City of Oxnard's Public Works Water Division, and wastewater disposal will be provided by the City's Public Works Wastewater Division. To address the project's share of demands on public infrastructure, the City requires developers of new projects to pay the following development fees: *Planned Traffic Circulation System Facilities Fees* (Traffic Impact); *Planned Water Facilities Fee*; *Planned Wastewater Facilities Fee*; *Planned Drainage Facilities Fee*; and *Growth Requirement Capital Fee*. The existing Central Library and community center facilities will be sufficient to meet the future needs of the City as identified in the 2020 General Plan. Therefore, impacts to public facilities are considered to be less than significant.

Mitigation:

M-1. Prior to issuance of a building permit, Developer shall pay the required school impact fees in order to mitigate school impacts.

M-2. Prior to issuance of building permits, Developer shall pay the required Quimby impact fees in order to mitigate the effects of these additional demands.

M-3. Prior to issuance of a building permit, Developer shall pay the following development fees: *Planned Traffic Circulation System Facilities Fees* (Traffic Impact); *Planned Water Facilities Fee*; *Planned Wastewater Facilities Fee*; *Planned Drainage Facilities Fee*; and *Growth Requirement Capital Fee*.

Monitoring: Planning Staff to collect fees prior to issuance of a Building Permit.

Result After Mitigation: Less than significant impacts.

**N. RECREATION**

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? <i>(2020 General Plan, XIII - Parks and Recreation Element; FEIR 88-3, 4.12 - Aesthetic Resources, 4.13 - Parks and Recreation Services)</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? <i>(2020 General Plan, XIII - Parks and Recreation Element; FEIR 88-3, 4.12 - Aesthetic Resources, 4.13 - Parks and Recreation Services)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

The majority of the 13.9 acre project site is currently vacant with several small retail buildings along Oxnard Blvd. Development of the project would increase the resident population of the City by approximately 760 people and the associated demand for recreational opportunities. The project proposes a 1.7 acre public park for resident and public use. However, it is anticipated that future residents of this project will place additional demands on local and regional parks and recreational facilities. The developer is required to pay the Quimby fee to reduce the impacts associated with the proposed development prior to issuance of a building permit. Therefore, with payment of this fee, no significant impacts to recreation facilities are expected.

Mitigation:

N-1. The developer is required to pay the Quimby fee to reduce the impacts associated with the proposed development prior to issuance of a building permit.

Monitoring: Planning Staff shall collect the Quimby fees prior to issuance of a Building Permit.

Result After Mitigation: Less than significant impact.

**O. TRANSPORTATION/TRAFFIC**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
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**O. TRANSPORTATION/TRAFFIC**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/ Circulation)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Result in inadequate emergency access? (2020 General Plan, VI - Circulation Element; FEIR 88-3, 4.3 - Transportation/Circulation)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Result in inadequate parking capacity? (Zone Ordinance - Parking Regulations and Parking Lot Design Standards)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Bicycle Facilities Master Plan)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Oxnard Boulevard is the principal north-south access to the project site. It is currently designated as Route 1 and the State is responsible for operations and maintenance. Wooley Road is a major east-west thoroughfare that lies adjacent to the site. This road functions as a secondary arterial but is affected by presence of the rail lines of the Ventura County Railway as well as operational limitations of the "Five Points" intersection.

The Ventura County Railroad (VCRR) also serves the Oxnard Planning Area. It is particularly important to customers of the port of Hueneme as well as the U.S. Navy Construction Battalion Center. The VCRR does complicate traffic movement along Woolley Road, especially at the "Five Points" intersection.

The discussion below is based on the Revised Traffic and Circulation Study prepared by Associated Transportation Engineers dated May 23, 2007.

1&2). According to the traffic study, the project will generate 2,126 ADTs with 128 AM peak hour trips and 205 PM peak hour trips. The existing level of service (LOS) at 11 area intersections was evaluated. It was determined that all existing intersections operate adequately with LOS A-C during the peak hours except for the Oxnard/Saviers/Wooley intersection that operates at LOS D in the AM Peak Hour and LOS F in the PM Peak Hour. With both the project and pending projects, this intersection will still operate at LOS E in the AM and LOS F in the PM. The project's contribution to this impacted intersection is less than .02, therefore no significant impact is identified. With the payment of required traffic mitigation fees, the project's impact will be less than significant.

The traffic report indicates that the General Plan build-out plus project indicates that the project would exceed the City's traffic impact threshold at the Saviers Road/Ash Street intersection. To mitigate this impact, traffic signals are suggested for both the Saviers Road/Ash Street and Saviers Road/Hill Street intersections. An alternative would be to close the median and restrict turning movements to right-in and right-out at Ash and Hill Streets. To address potential cumulative traffic impacts, the City of Oxnard and the County of Ventura have an agreement pertaining to cumulative traffic fees in which applicants are required to pay applicable City and County traffic fees at the time of permit issuance. This is a standard condition of approval and will be included as part of the approval of this project. With the inclusion of this requirement as a mitigation measure, cumulative impacts to traffic would be reduced to less than significant.

3, 4,5&7). The project proposes pedestrian and vehicular access from Oxnard Blvd. There would be one main entrance with two-way traffic in the center of the site and two minor entrances with two-way traffic; one at the north end of the property on Oxnard Blvd. and one at the south end of the frontage on Oxnard Blvd that provides access to a parking lot. These access points meet traffic safety and emergency requirements. Currently very few turning movements are made into or out of the site on Oxnard Blvd as the site is mostly vacant. The City will require frontage improvements along Oxnard Blvd. to provide safer access and a bike lane. No significant access safety impact is anticipated.

The proposed public park is to be located along Wooley Road and the railroad tracks where there is currently no sidewalk. To deter pedestrians from walking along Wooley Road or crossing the railroad tracks to access the park, a fence/barrier shall be provided between the park and the railroad track. Also, the alley access at the railroad tracks shall be gated to deter pedestrian and vehicular access (except for emergency vehicles.) With these mitigations, traffic safety impacts would be less than significant.

6) Parking – According to the parking analysis prepared by ATE, the parking requirement for the project is 112 spaces for the single-family homes, 350 for the condo/townhomes with guest parking and 59 spaces for the retail commercial space (17,821 sf). The total project requirements is 521 spaces. The project proposes 504 spaces. The project provides 25 spaces more than needed for the residential use but is short 42 spaces for the commercial use as only 17 on-site spaces will be provided. There are currently several parking spaces on the Oxnard Boulevard frontage. These will be available to serve the commercial uses until a future time when Oxnard Blvd. is widened to provide a median and the parking spaces will be lost. In order to mitigate potential commercial parking impacts, the amount of commercial square footage shall be reduced and/or the amount of parking shall be increased until parking demands are met on-site.

(It should be noted that the parking analysis did not show a guest parking requirement for the single-family homes. This is a standard in the parking ordinance because it is assumed that single-family homes will have a driveway where two guests could park. In this project, the single-family homes have no driveway. They are actually designed more like detached condominiums. In this case, the 56 single-family units would require 112 garage spaces plus 14 guest spaces. The project design does provide 25 more guest parking spaces than needed for the residential use.)

No parking requirement is discussed in the report for the public park. The Oxnard parking ordinance does not specify a parking requirement for park use. The project as designed has 11 to 25 additional parking spaces (depending on the interpretation of the guest parking requirement for the single-family residences). These parking spaces would be available for park use. No significant parking impact is anticipated for the residential and park uses.

Mitigation:

- O-1. Developer shall pay the applicable County/City Traffic Impact fees prior to issuance of a Building Permit.
- O-2. In accordance with Caltrans specifications and standards, Developer shall design the project to maintain adequate site distance at all driveways prior to issuance of a Building Permit.
- O-3. Prior to issuance of a Building Permit, Developer shall ensure all roadway design specifications are completed by a registered traffic engineer.
- O-4. During construction, roadway work shall be completed by a Caltrans qualified contractor.
- O-5. Developer shall reduce the amount of commercial square footage or increase the amount of parking until parking demands are met on-site, prior to issuance of a Grading Permit.

Monitoring: The Development Services Division will ensure that fees are paid. The Development Services Division shall review improvement and construction plans to ensure compliance with mitigation measures O-2 through O-5.

Result After Mitigation: Less than significant impacts.

**P. UTILITIES AND SERVICE SYSTEMS**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**P. UTILITIES AND SERVICE SYSTEMS**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Comply with federal, state, and local statutes and regulations related to solid waste? (2020 General Plan, VII - Public Facilities Element; FEIR 88-3, 4.6 - Public Utilities, 4.9 - Water Resources)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

1-4). The project will create additional demand on existing utilities and service systems. As noted in Section H above, the developer will be responsible for installation of storm drainage improvements including storm water treatment devices to meet City standards. Water service to this area is currently provided by the City's Water Division and is located within the Calleguas Water District area. The project will not create any unusual demands on water supplies. Based upon average multipliers established in the City's *Water System Master Plan*, January 2003, the 190-unit condominium and townhome complex is expected to use an estimated 117,000 gallons of water per day, including consumptive use, washing, toilet flushing, and landscape watering. Based upon the *Water System Master Plan*, the City has determined that it has sufficient water capacity to serve this and other planned urban development areas. The applicant will be required to pay applicable Calleguas Capital Construction charges. Therefore, less than significant impacts to water service are expected.

5). Wastewater Service to this area is provided by the City of Oxnard Wastewater Division. Currently, the sewer flow from this project site is by Based upon the *Water System Master Plan*, the City has determined that the wastewater treatment plant has adequate capacity to serve this project and other designated urban development lands in the City. Therefore, less than significant impacts to wastewater services are expected.

6&7). Standard conditions of approval will involve compliance with the City's recycling requirements, which are designed to address the landfill and solid waste management. Therefore, impacts to land fills are expected to be less than significant.

Mitigation:

P-1 Pay applicable Calleguas Capital Construction charges prior to issuance of Building Permit.

Monitoring: Development Services Staff to ensure that fees are paid prior to issuance of a Building Permit.

Result After Mitigation: Less than significant.

<b>Q. MANDATORY FINDINGS OF SIGNIFICANCE</b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q. MANDATORY FINDINGS OF SIGNIFICANCE**

	Potentially Significant Impact	Less Than Significant With Mitigation	Less than Significant Impact	No Impact
2. Does the project have impacts that are individually limited, but cumulatively considerable ( <i>"Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects</i> )?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No new significant adverse effects are expected to result from the proposed project. Mitigation measures are either incorporated into the project or made a part of the Mitigated Negative Declaration.

## SUMMARY OF MITIGATION MEASURES INCORPORATED INTO THE PROJECT

### AESTHETICS

A-1. Prior to approval for the site plan, Developer shall ensure that all new lighting is shielded from off-site views and designed to provide on-site safety.

A-2. Prior to issuance of Building Permits, Developer shall minimize windows adjacent to the adjoining mobile home park.

### AIR QUALITY

C-1 During construction, developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment.

C-2 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.

C-3 During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities.

C-4 During construction, Developer shall control dust by the following activities:

- All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (c)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
- All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.

C-5 During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less.

C-6 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.

C-7 Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways.

C-8 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.

C-9 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.

C-10 Prior to demolition of any on-site structures, Developer shall comply with any and all regulations pertaining to asbestos and lead paint removal.

#### BIOLOGICAL RESOURCES

D-1. Prior to issuance of Building Permits, an arborist report shall be prepared to assess the value of the existing trees. The Planning Division shall determine which trees shall be saved and incorporated into the development and require replacement trees of specified species.

#### CULTURAL RESOURCES

E-1. Based on the recognized sensitivity for the occurrence of buried sites and artifacts and as mandated by the City of Oxnard archaeological guidelines, Developer shall pay for monitoring by a qualified archaeologist and Native American monitor (specifically a qualified Ventureño Chumash descendant). A contract with the monitor shall be presented to the City prior to issuance of grading permits. Monitoring shall be required during all soil disturbances including grading (cut and fill) or other excavation (e.g., trenching). Should movement of soils during grading for recompaction activities show no evidence of an archaeological site or artifacts and with the agreement of the City of Oxnard, Planning and Environmental Services Division and onsite Native American consultant, further monitoring at this location by the archaeologist shall no longer be required. In the event that a prehistoric site or historic remains older than 50-years is identified during monitoring, the Archaeologist and/or Native American monitor shall be empowered to stop all construction activities in the vicinity of the find. The archaeologist shall document, identify, and evaluate the potential significance of the find. Such evaluation may require Phase 2 site subsurface excavation and evaluation program. Should remains prove to be significant, avoidance of the resource is the preferred mitigation. If avoidance through project redesign is not feasible, further investigations in the form of a Phase 3 data recovery program will be implemented to mitigate impacts to the identified resource. The Native American monitor shall remain on site throughout any necessary site documentation, evaluation, and mitigation processes.

Contracts shall include weekly reports from the archaeological monitor to the Planning Division summarizing the monitor's activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services 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 occupancy for each building.

#### GEOLOGY/SOILS

F-1 Developer shall submit a site-specific soils investigation, which shall be prepared by a licensed geotechnical engineer. At a minimum, such study shall include liquefaction and compressible soil characteristics on the subject site, and shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts upon the proposed project. All recommendations of said report shall be incorporated into the project. Developer shall submit the report to the Building Official for review and approval prior to issuance of building permits.

F-2 Prior to C of O, all construction shall meet the minimum requirements of the Uniform Building Code for anticipated seismic activity within the region.

#### HAZARDS

G-1. Prior to issuance of grading permits, Developer shall provide a setback buffer and/or barrier of sufficient distance or height to provide separation from the railroad tracks shall be provided prior to issuance of C of O to reduce the likelihood of significant impacts if a derailment or hazardous materials incident occurred on the railroad tracks. Such buffer shall be to the satisfaction of a risk analyst/engineer approved by the City.

G-2. Prior to C of O, Developer shall design structures with positive ventilation to reduce the potential for radon accumulation.

G-3. Prior to demolition of any on-site structures, Developer shall comply with all regulations pertaining to asbestos and lead paint removal.

G-4. At the storage shed, diesel and motor oil hydrocarbon contaminants found from 2 to 5 feet below grade require that this soil be removed down to 6 feet and properly disposed of prior to grading the site.

Recommendation: The Phase II report should be provided to the Oxnard Fire Department and Ventura County to close the site.

G-5 Developer shall immediately enter into an agreement for regulatory oversight on the voluntary cleanup efforts. This agreement may be with either the Ventura County Environmental Health Division (EHD) Voluntary Cleanup Program, or with the State Department of Toxic Substance Control (DTSC). A copy of the written agreement shall be provided to the Planning Division Manager prior to final City approvals on the planning entitlements.

G-6 Developer shall submit documentation from an oversight agency that the onsite remediation activities were conducted in a manner consistent with the standard practices, and that the site is determined to be suitable for the intended uses proposed (i.e. residential and commercial). Such documentation shall be submitted to the satisfaction of the Planning Division Manager prior to issuance of any building permits.

#### HYDROLOGY

H-1. Developer shall submit a SWPPP to verify compliance with NPDES requirements prior to issuance of a Building Permit.

#### NOISE

K-1. For all units in the first row facing Wooley Road and Oxnard Boulevard the following shall be shown on plans prior to issuance of Building Permits and inspected prior to issuance of C of O:

- a. Roof ceiling construction shall be roofing on ½" plywood. Batt insulation shall be installed in joist spaces. The ceilings shall be one layer of ½" gypboard nailed direct.
- g. All exterior walls shall be 2x4 studs 16" o.c. with batt insulation in the stud spaces. Exteriors shall be exterior plaster or stucco.
- h. All north and southwest facing windows and glass doors in the first row of units shall be glazed with STC 29.
- i. All entry doors shall be 1-3/4" solid core flush wood doors with vinyl bulb weather stripping on the sides and top. Panel doors with panels less than 1-3/4" are not acceptable. Glazing in entry doors is not acceptable.
- j. No mail slots shall be built into the entry doors.

- k. A ventilation system shall be provided so that windows do not need to be opened to provide ventilation to the unit interiors.

K-2. To reduce the noise for outdoor residential spaces and park uses, a sound barrier shall be placed between Wooley Road, the railroad tracks and Oxnard Boulevard to reduce the noise levels for the outdoor spaces to 65dBA or less. An acoustical specialist shall determine the placement, materials and height of the barrier prior to issuance of Building Permits.

K-3. All potential purchasers of dwelling units shall be provided with a disclosure statement relating to the roadway and train noise that affects the property. Owners shall sign the disclosure prior to purchasing a unit.

#### PUBLIC SERVICES

M-1. Prior to issuance of a building permit, Developer shall pay the required school impact fees in order to mitigate school impacts.

M-2. Prior to issuance of building permits, Developer shall pay the required Quimby impact fees in order to mitigate the effects of these additional demands.

M-3. Prior to issuance of a building permit, Developer shall pay the following development fees: *Planned Traffic Circulation System Facilities Fees (Traffic Impact); Planned Water Facilities Fee; Planned Wastewater Facilities Fee; Planned Drainage Facilities Fee; and Growth Requirement Capital Fee.*

#### RECREATION

N-1. The developer is required to pay the Quimby fee to reduce the impacts associated with the proposed development prior to issuance of a building permit.

#### TRANSPORATION

O-1. Developer shall pay the applicable County/City Traffic Impact fees prior to issuance of a Building Permit.

O-2. In accordance with Caltrans specifications and standards, Developer shall design the project to maintain adequate site distance at all driveways prior to issuance of a Building Permit.

O-3. Prior to issuance of a Building Permit, Developer shall ensure all roadway design specifications are completed by a registered traffic engineer.

O-4. During construction, roadway work shall be completed by a Caltrans qualified contractor.

O-5. Developer shall reduce the amount of commercial square footage or increase the amount of parking until parking demands are met on-site, prior to issuance of a Grading Permit.

#### UTILITIES

P-1. Pay applicable Calleguas Capital Construction charges prior to issuance of Building Permit.

## ADDITIONAL REFERENCES

1. California, State of, Air Resources Board, *URBEMIS 2002 Program*.
2. California, State of, Governor's Office, Office of Planning and Research, Office of Permit Assistance, *Hazardous Waste and Substances Sites - List Pursuant to AB 3750*, current edition.
3. California, State of, Office of Planning and Research, *California Environmental Quality Act Statutes*, Sacramento, California: January 1, 2002.
4. California, State of, Office of Planning and Research, *Guidelines for Implementation of the California Environmental Quality Act*, Sacramento, California: February 1, 2001.
5. California, State of, Office of Planning and Research, *Planning, Zoning and Development Laws*, November 2000.
6. City of Oxnard, *The Municipal Code of the City of Oxnard - Zoning Ordinance*, current edition.
7. City of Oxnard, Development Services Department, Planning Division, *Coastal Zoning Regulations and Zone Maps*, current edition.
8. City of Oxnard, Development Services Department, Planning Division, *Coastal Land Use Plan*, current edition.
9. City of Oxnard, Community Development Department, Planning Division, *Zone Maps*, current edition.
10. City of Oxnard, Fire Department, *Fire Protection Planning Guide*, January 1990.
11. Ventura County Air Pollution Control District, *Air Quality Management Plan*, current edition.
12. Ventura County Air Pollution Control District, *Ventura County Air Quality Assessment Guidelines*, October 2003.
13. Institute of Transportation Engineers, *Trip Generation Manual*, Seventh Edition, Washington, DC, 2003.
14. United States Federal Emergency Management Agency, National Flood Insurance Program, *FIRM Flood Insurance Rate Maps for the City of Oxnard*, October 1985.
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16. City of Oxnard, Public Works Department, *Master Drainage Plan*, current edition.
17. City of Oxnard, Public Works Department, *Master Water Plan*, current edition.
18. California State University - Fullerton South Central Coastal Information Center, *California Historical Resources Information System*, Department of Anthropology, Fullerton, California.
19. Ventura County Airport Land Use Commission, *Oxnard Airport Master Land Use Plan*, 1990.
20. Ventura County Cultural Heritage Board, *Ventura County Historical Landmarks & Points of Interest—August 1991*, Ventura County Recreation Services.
21. Ventura County, Property Administration Agency, *Final Report: Cultural Heritage Survey, Phase I*, Oxnard and Santa Paula, 1981.

## Environmental Impact Reports

22. City of Oxnard, *FEIR 94-1 for the Oxnard Factory Outlet, Phase III*.
23. City of Oxnard, *FEIR 95-2 for the Shopping Center at Lockwood and Rose Avenue*.
24. City of Oxnard, *FEIR 95-3 for the Redevelopment Project*.
25. City of Oxnard, *FEIR 96-1 for the Northshore Project at Harbor Boulevard and Fifth Street*.
26. City of Oxnard, *FEIR 96-2 for the Northwest Specific Plan*.

27. City of Oxnard, *FEIR 97-1 for the Ormond Beach Specific Plan*.
28. City of Oxnard, *FEIR 98-1 (Supplemental) for the Northeast Specific Plan*.
29. City of Oxnard, *FEIR 98-2 (Supplemental) for the Westport at Mandalay Bay Project (Tract 5196)*.

### **Specific Plans**

30. City of Oxnard, *Northfield and Seagate Specific Plan*, July 3, 1984.
31. City of Oxnard, *Mandalay Bay Specific Plan*, January 9, 1985.
32. City of Oxnard, *Oxnard Town Center Specific Plan*, October 1, 1986.
33. City of Oxnard, *Rose-Santa Clara Corridor Specific Plan*, July 15, 1986.
34. City of Oxnard, *McInnes Ranch Business Park Specific Plan*, December 20, 1988.
35. City of Oxnard, *Northeast Community Specific Plan*, February 8, 1994.
36. City of Oxnard, *Northwest Community Specific Plan*, July 20, 1998.

**CITY OF OXNARD  
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM**

1. Project Title: Gateway Walk
2. Lead Agency Name and Address: City of Oxnard, Planning & Environmental Services Division, 305 West Third Street, Oxnard, CA 93030
3. Contact Person and Phone Number: Ashley Golden, (805) 385-7858
4. Project Location: 1250 South Oxnard Blvd, specifically APN 204-0-020-05, 08, 09, 10, 11, 14, 15, 26, 27, and 28
5. Project Applicant Name and Address: The Olson Company, 1701 North Lombard Street, Ste. 100, Oxnard, CA 93030
6. General Plan Designation: Commercial General
7. Zoning: CM (Commercial Manufacturing) and M-1 (Light Manufacturing)
8. Description of Project: Construction of 190 residential units, consisting of 134 town homes and 56 detached single-family residences, and 17,821 square feet of commercial use in a mixed use setting on 13.9 acres located at 1250 Oxnard Blvd near the Five-Points intersection. The project's residential density is 15.8 units per acre. A 1.77 acre public park will also be provided. Access to the development is from Oxnard Boulevard, just south of Five-Points. A General Plan Amendment (PZ05-620-07) is requested to change the land use designation from Commercial General to Medium Density Residential and Park. A Zone Change (PZ05-570-04) is requested to change the zone district from Commercial Manufacturing Planned Development (C-M PD) to Medium Density Residential Planned Development (R-3 PD) and Community Reserve (CR). A Zone Change for the Oxnard Boulevard frontage is requested from Light Manufacturing (M-1) to General Commercial Planned Development (C-2 PD). A Tentative Map (PZ05-300-29) is requested to divide the existing parcels into one residential parcel for condominium purposes, one park parcel and one parcel for residential/commercial mixed use. A Special Use Permit (PZ05-540-05) is requested to allow modifications to zone code standards including building heights, building setbacks, yard areas, building separations, storage areas, visitor parking spaces and storage areas. The site is in the redevelopment area and an Owner Participation Agreement will be needed for the project. A vacation of the City's alley on the south side of the property will also be required to develop the project.
9. Surrounding Land Uses and Setting: The majority of the subject site is vacant, formerly a drive-in movie site with older industrial/commercial uses and vacant parcels along the south/east side. Wooley Road and the Ventura County Railroad and industrial uses are located to the north of the site. On the south side are Oxnard Boulevard and industrial uses. On the west side are a motel and commercial uses. The east side contains industrial uses and a mobile home park.



2005 Aerial



Oxnard Planning

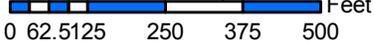
June 13, 2007

PZ 05-620-7, PZ 05-540-5, PZ 05-300-29

Location: 1250 Oxnard Bl

APN: 204002026, 204002015, 204002014, 204002021, 20400201, 204002010, 204002009, 204002008, 204002028, 204002027, 204002005

Olson Group



Aerial Map



**Project Summary:**

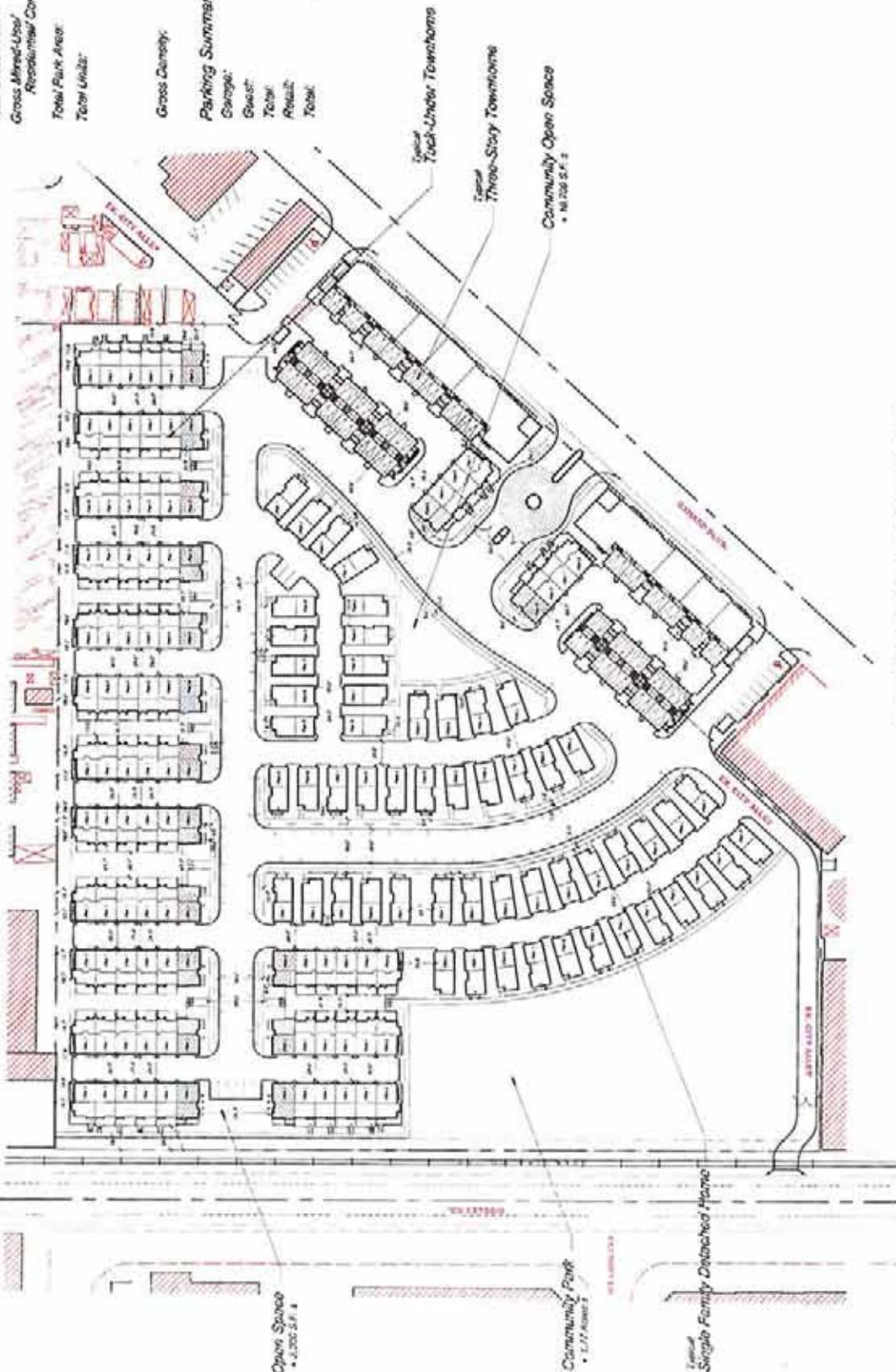
Total Gross Area: 12.8 Acres  
 Gross Mixed-Use Residential Commercial Area: 12.63 Acres  
 Total Park Area: 1.77 Acres ±

- Total Units:**
- 120 Homes
  - Town-Under Townhomes: 58 Homes
  - Three-Story Townhomes: 35 Homes
  - Groundmount Single-Family: 50 Homes
- 15.8 Homes/Acre ±  
 (Including Open and Public Community Area)

**Gross Density:**

**Parking Summary:**

Garage: 390 Spaces  
 Street: 107 Spaces (2 Home/Space Sources)  
 Total: 497 Spaces (2.6 spaces/unit)  
 Result: 17 Spaces  
 Total: 504 Spaces



- NOTES:**
1. SEE PLAN SHEETS FOR DETAILS.
  2. ALL DIMENSIONS ARE IN FEET AND INCHES.
  3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
  4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
  5. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
  6. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
  7. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
  8. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
  9. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
  10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

**CONCEPTUAL SITE PLAN**

**GATEWAY WALK**  
 OXNARD, CALIFORNIA  
 THE OLSON COMPANY



DATE: 10/10/08  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]

**WILLIAM HELZLSOUE**  
 A.S.C.E., P.E., License No. 44110  
 REGISTERED PROFESSIONAL ENGINEER  
 CIVIL ENGINEERING  
 1000 WEST OXNARD AVENUE, SUITE 100  
 OXNARD, CALIFORNIA 93030

05/24/2007 12:32 AM

## URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects\2k2\Olson.urb  
 Project Name: Olson  
 Project Location: Ventura County  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
 (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES	ROG	NOX	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	14.46	1.91	5.33	0.03	0.02
OPERATIONAL (VEHICLE) EMISSION ESTIMATES					
	ROG	NOX	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	22.77	36.84	285.29	0.29	28.27
SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES					
	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	37.22	38.76	290.62	0.31	28.29

05/24/2007 12:02 AM

URBEMIS 2002 for Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2\Olson.arb  
 Project Name: Olson  
 Project Location: Ventura County  
 On-road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
 (Pounds/Day - Winter)

## AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	121.60	5.42	199.04	0.47	29.35

## OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	26.33	47.41	129.52	0.28	20.27

## SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	147.93	52.83	327.56	0.75	49.62

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## URBEMIS 2002 For Windows 8.7.0

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 Project Name: Olson  
 Project Location: Ventura County  
 On-road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)						
Source	COG	NOx	CO	SO2	PM10	
Natural Gas	0.15	1.89	0.68	0	0.00	
Health - No summer emissions						
Landscaping	0.70	0.02	4.45	0.03	0.02	
Consumer Products	9.30	-	-	-	-	
Architectural Coatings	4.32	-	-	-	-	
TOTALS (lbs/day, unmitigated)	14.46	1.91	5.23	0.03	0.02	

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## UNMITIGATED OPERATIONAL EMISSIONS

	NOx	HC	CO	SO2	PM10
Single family housing	6.37	10.60	82.11	0.08	8.26
Condo/townhouse general	11.31	18.30	141.72	0.11	11.25
City park	0.03	0.03	0.23	0.00	0.02
Strip mall	5.06	7.91	61.20	0.06	5.74
<b>TOTAL EMISSIONS (lbs/day)</b>	<b>22.77</b>	<b>36.84</b>	<b>285.29</b>	<b>0.29</b>	<b>28.27</b>

Does not include correction for passing trips.  
Does not include double counting adjustment for internal trips.

## OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

## Summary of Land Use:

Land Type	Acres	Trip Rate	No. Units	Total Trips
Single family housing	18.67	9.57 trips/dwelling unit	56.00	535.92
Condo/townhouse general	3.28	8.90 trips/dwelling unit	134.00	324.60
City park		1.59 trips/acres	1.77	2.61
Strip mall		42.94 trips/1000 sq. ft.	18.30	785.97
Sum of Total Trips				2,249.31
Total Vehicle Miles Traveled				18,628.20

## Vehicle Assumptions:

## Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.30	97.10	0.60
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.10	1.90	96.80	1.30
Med Truck 5,751- 8,500	6.80	1.50	95.60	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.20	0.00	66.70	23.30
Med-Heavy 14,001-23,000	1.00	10.00	20.00	70.00
Heavy-Heavy 23,001-60,000	0.80	0.00	12.50	87.50
Line haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.30	0.00	0.00	100.00
Motor Home	1.40	14.30	78.60	7.10

## Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commuter	Non-Work	Customer
Urban Trip Length (miles)	12.0	7.0	10.0	10.0	4.7	4.7
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	15.0	15.0
Trip Speed (mph)	40.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	27.4	17.7	54.9			

## % of Trips - Commercial (by land use)

City park	5.0	2.5	92.5
Strip mall	2.0	1.0	97.0

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Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

Changes made to the default values for Operations

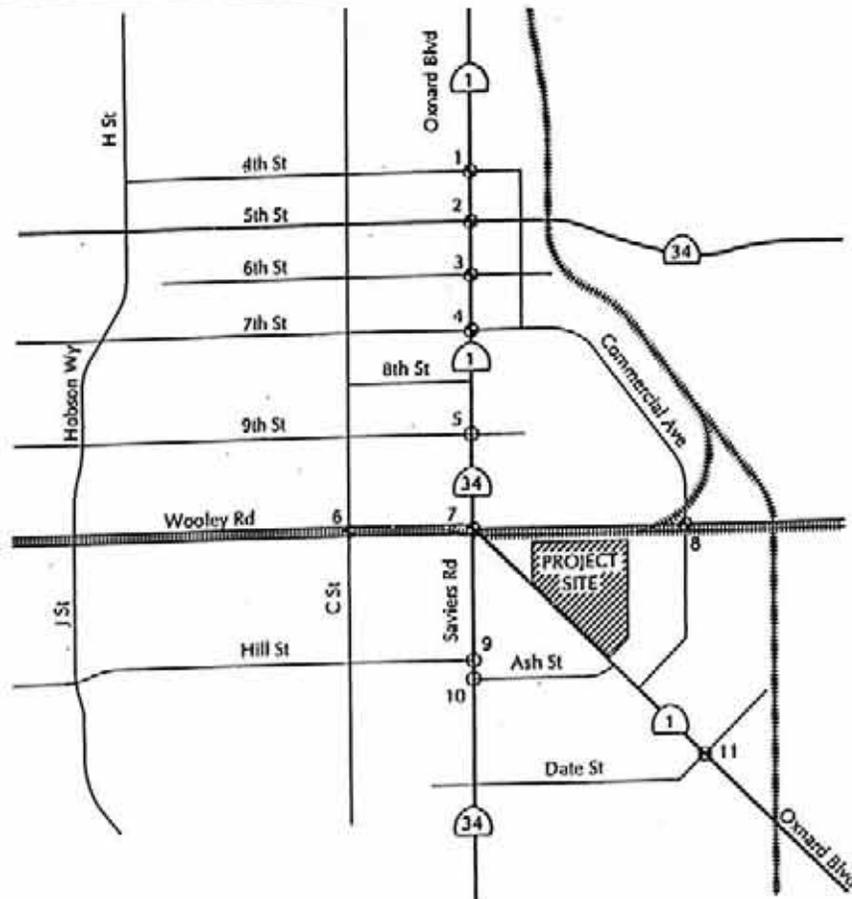
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# GATEWAY WALK DEVELOPMENT OXNARD, CALIFORNIA

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## REVISED TRAFFIC AND CIRCULATION STUDY

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May 23, 2007

ATE Project #06032.01

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Prepared For  
The Olson Company  
320 Old Ranch Parkway, Suite 400  
Seal Beach, CA 90740-2751

---



**ASSOCIATED TRANSPORTATION ENGINEERS**

100 North Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-8509



# ASSOCIATED TRANSPORTATION ENGINEERS

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Richard L. Pool, P.E.  
Scott A. Schell, AICP

May 23, 2007

Mr. Bill Mc Reynolds  
The Olson Company  
3020 Old Ranch Parkway, Suite 400  
Seal Beach, CA 90740-2751

## REVISED TRAFFIC AND CIRCULATION STUDY FOR THE GATEWAY WALK DEVELOPMENT, CITY OF OXNARD, CALIFORNIA

Associated Transportation Engineers (ATE) is pleased to submit this revised traffic and circulation study for the Gateway Walk Development, proposed in the City of Oxnard. The study provides address the comments on the initial traffic study submitted to the City.

We appreciate the opportunity to assist The Olson Company with this project. Please contact our office if you have any questions or comments regarding the contents of the study.

Associated Transportation Engineers

Scott A. Schell, AICP  
Principal Transportation Planner

## CONTENTS

INTRODUCTION .....	1
PROJECT DESCRIPTION .....	1
EXISTING CONDITIONS .....	1
Street Network .....	1
Existing Traffic Volumes and Levels of Service .....	4
EXISTING + PENDING PROJECTS CONDITIONS .....	7
CITY OF OXNARD IMPACT THRESHOLDS CRITERIA .....	10
PROJECT GENERATED TRAFFIC VOLUMES .....	10
Project Trip Generation .....	10
Project Trip Distribution and Assignment .....	11
EXISTING + PENDING PROJECTS + PROJECT CONDITIONS .....	13
GENERAL PLAN BUILDOUT CONDITIONS .....	16
GENERAL PLAN BUILDOUT + PROJECT CONDITIONS .....	23
SITE ACCESS AND CIRCULATION .....	30
PARKING ANALYSIS .....	31
PROJECT IMPACT MITIGATIONS .....	33
REFERENCES AND PERSONS CONTACTED .....	35
TECHNICAL APPENDIX .....	36

## TABLES

Table 1	Existing Peak Hour Levels of Service .....	4
Table 2	Existing + Pending Projects Peak Hour Levels of Service .....	7
Table 3	Trip Generation Estimates .....	11
Table 4	Existing + Pending Projects + Project A.M. Peak Hour Levels of Service	13
Table 5	Existing + Pending Projects + Project P.M. Peak Hour Levels of Service .	13
Table 6	General Plan Buildout Peak Hour Levels of Service .....	16
Table 7	General Plan Buildout + Project A.M. Peak Hour Levels of Service .....	23
Table 8	General Plan Buildout + Project P.M. Peak Hour Levels of Service .....	30
Table 9	City Zoning Ordinance Parking Requirements .....	31
Table 10	Weekday Parking Demand .....	32
Table 11	Project Estimated Weekday Parking Demands .....	33

## FIGURES

Figure 1	Existing Street Network and Project Location .....	2
Figure 2	Project Site Plan .....	3
Figure 3	Existing A.M. Peak Hour Traffic Volumes .....	5
Figure 4	Existing P.M. Peak Hour Traffic Volumes .....	6
Figure 5	Existing + Pending Projects A.M. Peak Hour Volumes .....	8
Figure 6	Existing + Pending Projects P.M. Peak Hour Volumes .....	9
Figure 7	Project Trip Distribution and Assignment .....	12
Figure 8	Existing + Pending Projects + Project A.M. Peak Hour Traffic Volumes ..	14
Figure 9	Existing + Pending Projects + Project P.M. Peak Hour Traffic Volumes ..	15
Figure 10a	General Plan Buildout Alternative 1 A.M. Peak Hour Traffic Volumes .....	17
Figure 10b	General Plan Buildout Alternative 2 A.M. Peak Hour Traffic Volumes .....	18
Figure 10c	General Plan Buildout Alternative 3 A.M. Peak Hour Traffic Volumes .....	19
Figure 11a	General Plan Buildout Alternative 1 P.M. Peak Hour Traffic Volumes .....	20
Figure 11b	General Plan Buildout Alternative 2 P.M. Peak Hour Traffic Volumes .....	21
Figure 11c	General Plan Buildout Alternative 3 P.M. Peak Hour Traffic Volumes .....	22
Figure 12a	General Plan Buildout + Project Alt. 1 A.M. Peak Hour Traffic Volumes .	24
Figure 12b	General Plan Buildout + Project Alt. 2 A.M. Peak Hour Traffic Volumes .	25
Figure 12c	General Plan Buildout + Project Alt. 3 A.M. Peak Hour Traffic Volumes .	26
Figure 13a	General Plan Buildout + Project Alt. 1 P.M. Peak Hour Traffic Volumes .	27
Figure 13b	General Plan Buildout + Project Alt. 2 P.M. Peak Hour Traffic Volumes .	28
Figure 13c	General Plan Buildout + Project Alt. 3 P.M. Peak Hour Traffic Volumes .	29

## INTRODUCTION

The following study contains an analysis of the potential traffic and circulation impacts associated with the Gateway Walk development located on the southern side of Wooley Road, north of Oxnard Boulevard (State Route 1), in the City of Oxnard. The study provides information relative to Existing, Existing + Pending Projects, Existing + Pending Projects + Project, Buildout, and Buildout + Project peak hour traffic conditions within the study area adjacent to the project site. The roadways and intersections analyzed in the study were determined by staff at the City of Oxnard. Impacts are identified based on City of Oxnard thresholds, and mitigations are recommended where required.

## PROJECT DESCRIPTION

The project proposes a General Plan Amendment and Zone Change that would allow for development of 56 single-family residences, 134 townhomes/condominiums, 17,821 square-feet of mixed-use commercial, and a 2-acre community park on a currently vacant parcel. Figure 1 illustrates the location of the project site within the City, as well as the existing street network. The preliminary site plan for the project is shown in Figure 2. Access to the project site would be provided via Wooley Road and Oxnard Boulevard.

## EXISTING CONDITIONS

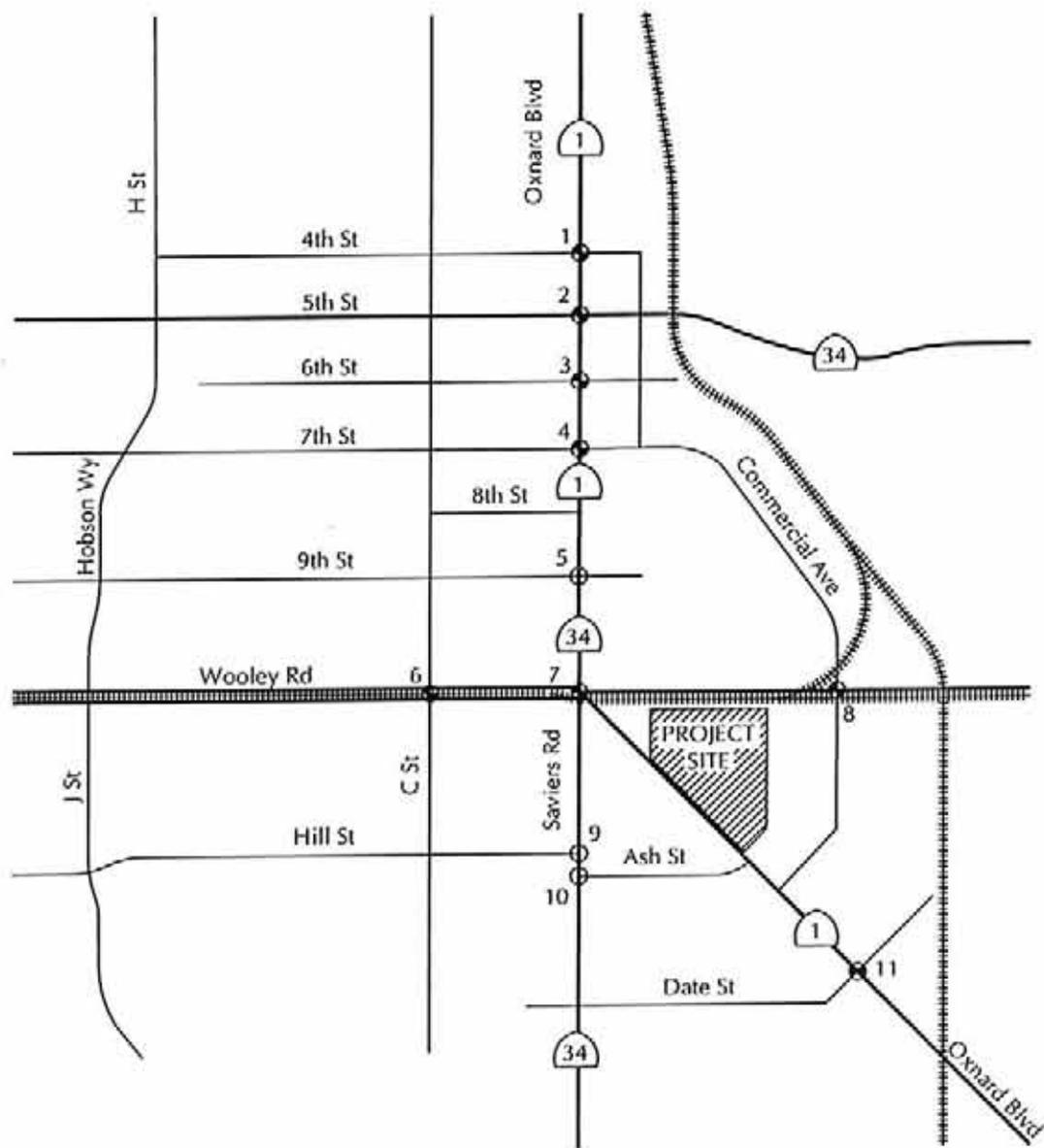
### Street Network

The project area is served by a network of highways, arterial streets and collector streets, as illustrated by Figure 1. The following text provides a brief description of the major components of the study-area street network.

**Oxnard Boulevard (State Route 1).** Oxnard Boulevard is a four to six-lane arterial oriented north-south and designated as State Route 1 within the study-area. Providing access to Downtown Oxnard from U.S. 101, the road is primarily fronted by commercial uses. Oxnard Boulevard also fronts the southern border of the proposed project, providing direct access to the site. Signals are located at Fourth Street, Fifth Street, Sixth Street, Seventh Street, and Wooley/Saviers Road (also known as Five Points) within the study-area. At the Five Points intersection, Oxnard Boulevard turns southeast and Saviers Road extends southward.

**Wooley Road.** Wooley Road is a five-lane arterial oriented east-west. Located on the northern border of the proposed project, Wooley Road will provide access to the proposed park. Within the study-area, there are signals located at C Street and Commercial Avenue.

**Saviers Road.** Saviers Road is a four to five-lane arterial oriented north-south in the study-area. Saviers Road begins at the Five Points intersection and extends southward opposite Oxnard Boulevard on the north.



LEGEND

- - Signalized Intersection
- - Unsignalized Intersection

N  
NOT TO SCALE



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EXISTING STREET NETWORK AND PROJECT LOCATION

FIGURE 1

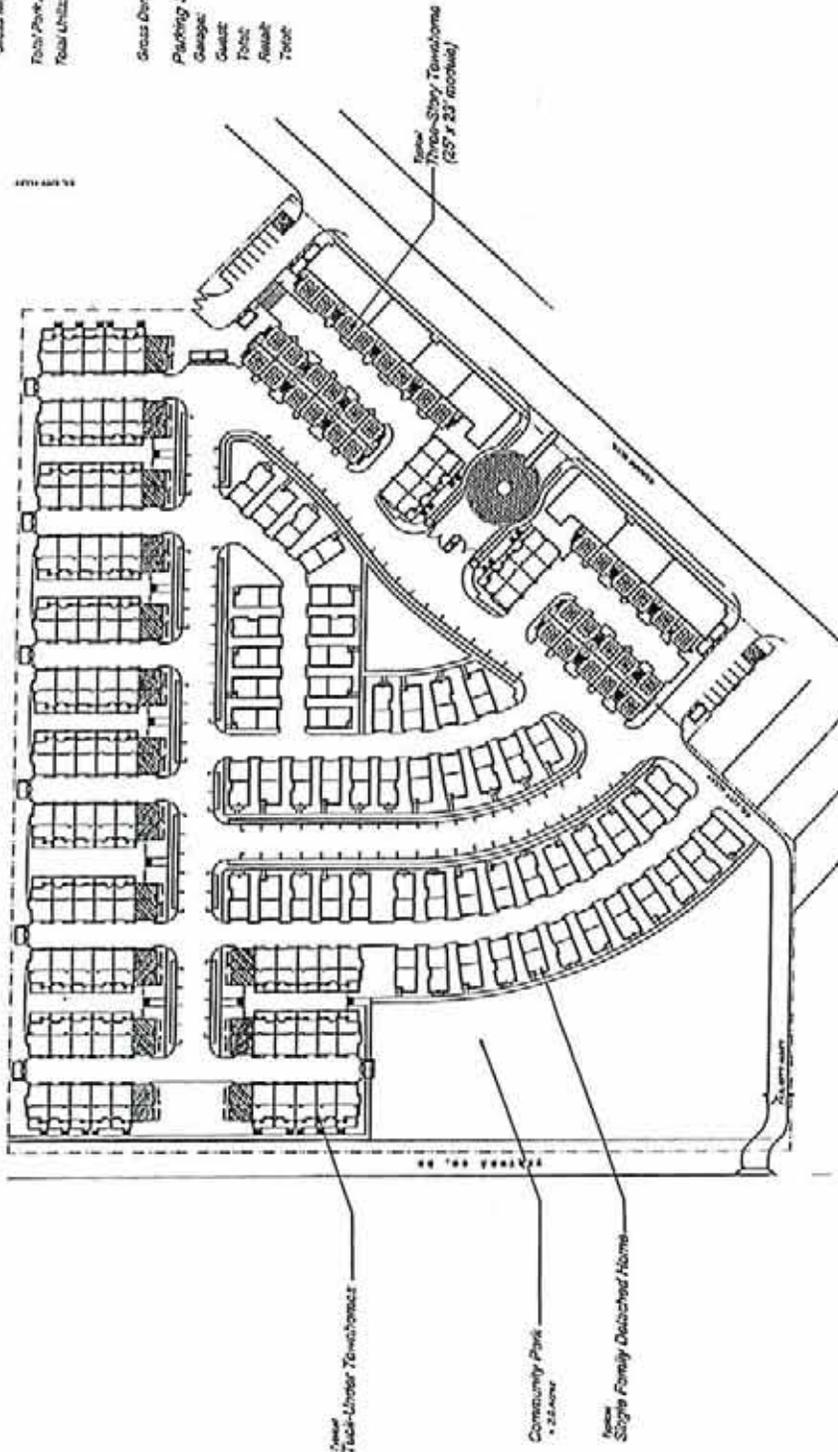
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**Project Summary:**  
 Total Gross Area: 13.9 Acres  
 Gross Residential Area: 13.03 Acres  
 Gross Mixed-Use Area: 0.75 Acres

**Total Park Area:** 2.0 Acres  
**Total Units:** 199 Homes  
 - Town-Under Townhomes: 98 Homes  
 - Three-Story Townhomes: 36 Homes  
 - Single-Family Detached Homes: 65 Homes

**Gross Density:** 14.2 Homes/Acre

**Parking Summary:**  
 Garage: 330 Spaces  
 Garage: 32 Spaces (2 Homebased Spaces)  
 Total: 475 Spaces (2.5 spaces/unit)  
 Total: 20 Spaces  
 Total: 495 Spaces

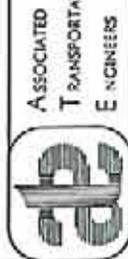


# Gateway Walk

OXNARD, CALIFORNIA  
 THE OLSON COMPANY



**W H**  
 WILLIAM HERMALOVICH  
 A PROFESSIONAL ENGINEER  
 LICENSE NO. 44267  
 REGISTERED PROFESSIONAL ENGINEER  
 1000 WEST 10TH AVENUE, SUITE 200  
 OXNARD, CALIFORNIA 93030



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 TRANSPORTATION  
 ENGINEERS

PROJECT SITE PLAN

FIGURE 2

JSL #06032.01

## Existing Volumes and Levels of Service

### Intersection Operations

Traffic flow on urban arterials is most constrained at intersections. Therefore, a detailed analysis of traffic flows must examine the operating conditions of critical intersections during peak travel periods. Existing A.M. and P.M. peak hour traffic volumes at the study-area intersections are shown on Figures 3 and 4. These volumes were collected in November and December of 2005 and March 2006.

Existing levels of service for the signalized intersections were calculated using the Intersection Capacity Utilization (ICU) methodology. Minimum volume to capacity (v/c) values for each turning movement were applied as described by the City of Oxnard Traffic Impact Study guidelines<sup>1</sup>.

Levels of service for the unsignalized intersections were calculated using the Highway Capacity Manual<sup>2</sup> method with the Synchro software package. Worksheets illustrating the level of service calculations are contained in the Technical Appendix for reference. Table 1 lists the level of service for the signalized study-area intersection during the A.M. and P.M. peak hour periods.

**Table 1**  
**Existing Peak Hour Levels of Service**

Intersection	Control	A.M. Peak Hour	P.M. Peak Hour
		ICU-Delay/LOS	ICU/Delay/LOS
Oxnard Blvd/4 <sup>th</sup> Street	Signal	0.50/LOS A	0.60/LOS A
Oxnard Blvd/5 <sup>th</sup> Street	Signal	0.65/LOS B	0.71/LOS C
Oxnard Blvd/6 <sup>th</sup> Street	Signal	0.43/LOS A	0.61/LOS B
Oxnard Blvd/7 <sup>th</sup> Street	Signal	0.48/LOS A	0.73/LOS C
Oxnard Blvd/9 <sup>th</sup> Street	Stop Sign	1.4 sec/LOS A	5.3 sec/LOS A
Wooley Road/C Street	Signal	0.46/LOS A	0.67/LOS B
Oxnard Blvd/Saviors Road/Wooley Road	Signal	0.85/LOS D	1.03/LOS F
Wooley Road/Commercial Avenue	Signal	0.35/LOS A	0.51/LOS A
Saviors Road/Hill Street	Stop Sign	5.9 sec/LOS A	2.1 sec/LOS A
Saviors Road/Ash Street	Stop Sign	1.7 sec/LOS A	1.7 sec/LOS A
Oxnard Blvd/Date St	Signal	0.46/LOS A	0.56/LOS A

<sup>1</sup> Threshold Guidelines, City of Oxnard, 1995.

<sup>2</sup> Highway Capacity Manual, Transportation Research Board, National Research Council, 2000.

1	58 1148 39	10	2	51 850 163	53 43	3	13 981	4	17 989 98	49	5	60 885 20	45	6	59 293 27	56 409 50
	55 996 13			27 355 4	37 823 59		24 12 13		69 71 5	14 849 6		14 624 7	12 784 7		174 651 211	157 510 70

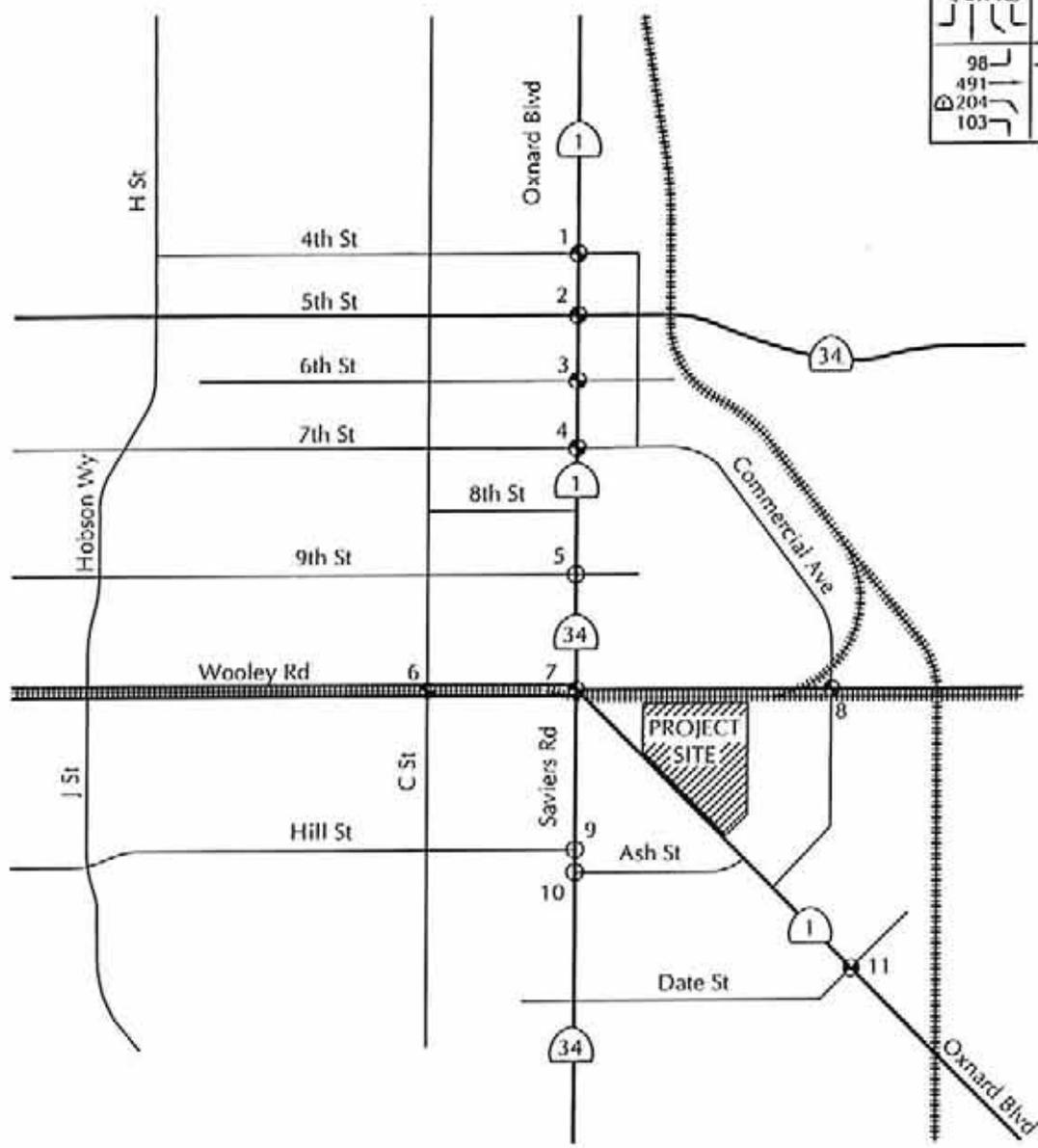
7	45 521 303 85	36 206	7													
	98 491 204 103	210 521 85 77														

8	63 45 12	24 15														
	41 363 79	98 59 7														

9	179 880															
	38 161	160 804														

10	457 61	166 23														
		624 16														

11	34 315 122	234 74 117														
	45 70 10	18 395 83														



N  
NOT TO SCALE

**LEGEND**  
 XX - Peak Hour Volume  
 J - Traffic Direction  
 ● - Signalized Intersection  
 ○ - Unsignalized Intersection



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EXISTING A.M. PEAK HOUR TRAFFIC VOLUMES

FIGURE 3

JSL #06032.01



The data presented in Table 1 indicate that the majority of the study-area intersections operate acceptably under City of Oxnard thresholds<sup>3</sup> at LOS "C" or better during the A.M. and P.M. peak hour periods with existing traffic volumes. The exception is the Oxnard Boulevard/Saviers Road/Wooley Road intersection, which operates at LOS "D" during the A.M. peak hour period and LOS "F" during the P.M. peak hour period.

#### EXISTING + PENDING PROJECTS CONDITIONS

The City of Oxnard requires that study-area intersections be analyzed with the addition of traffic generated by projects which have been approved or are pending (cumulative projects) within the study-area. The forecasted existing + pending projects traffic volumes generated by the Oxnard Traffic Model (OTM) were used to evaluate the Gateway Walk development (see Technical Appendix for OTM data). Figures 5 and 6 illustrate the existing + pending projects A.M. and P.M. peak hour traffic volumes. The existing + pending projects levels of service for the study-area intersections are shown in Table 2.

**Table 2**  
**Existing + Pending Peak Hour Levels of Service**

Intersection	Control	A.M. Peak Hour	P.M. Peak Hour
		ICU-Delay/LOS	ICU/Delay/LOS
Oxnard Blvd/4 <sup>th</sup> Street	Signal	0.53/LOS A	0.64/LOS B
Oxnard Blvd/5 <sup>th</sup> Street	Signal	0.70/LOS B	0.79/LOS C
Oxnard Blvd/6 <sup>th</sup> Street	Signal	0.46/LOS A	0.63/LOS B
Oxnard Blvd/7 <sup>th</sup> Street	Signal	0.50/LOS A	0.77/LOS C
Oxnard Blvd/9 <sup>th</sup> Street	Stop Sign	2.3 sec/LOS A	17 sec/LOS C
Wooley Road/C Street	Signal	0.49/LOS A	0.70/LOS B
Oxnard Blvd/Saviers Road/Wooley Road	Signal	0.90/LOS D	1.03/LOS F
Wooley Road/Commercial Avenue	Signal	0.34/LOS A	0.51/LOS A
Saviers Road/Hill Street	Stop Sign	9.4 sec/LOS A	6.1 sec/LOS A
Saviers Road/Ash Street	Stop Sign	2.0 sec/LOS A	3.0 sec/LOS A
Oxnard Blvd/Date St	Signal	0.50/LOS A	0.60/LOS A

The data in Table 2 indicate that the majority of the study area intersections would operate acceptably under City of Oxnard thresholds at LOS "C" or better during the A.M. and P.M. peak hour periods with existing + pending projects volumes. The exception is the Oxnard Boulevard/Saviers Road/Wooley Road intersection, which would operate at LOS "D" during the A.M. peak hour period and LOS "F" during the P.M. peak hour period.

<sup>3</sup> Threshold Guidelines, City of Oxnard, 1992.

1 60 1240 50 10 60 1030 20	2 30 1030 170 50 170 40 40 930 50	3 20 1080 10 10 10 30 20 20 570 10	4 20 1050 120 50 40 10 80 70 10 10 880 10	5 60 940 20 10 10 60 10 10 820 10	6 60 310 30 100 400 50 170 700 200 160 540 70
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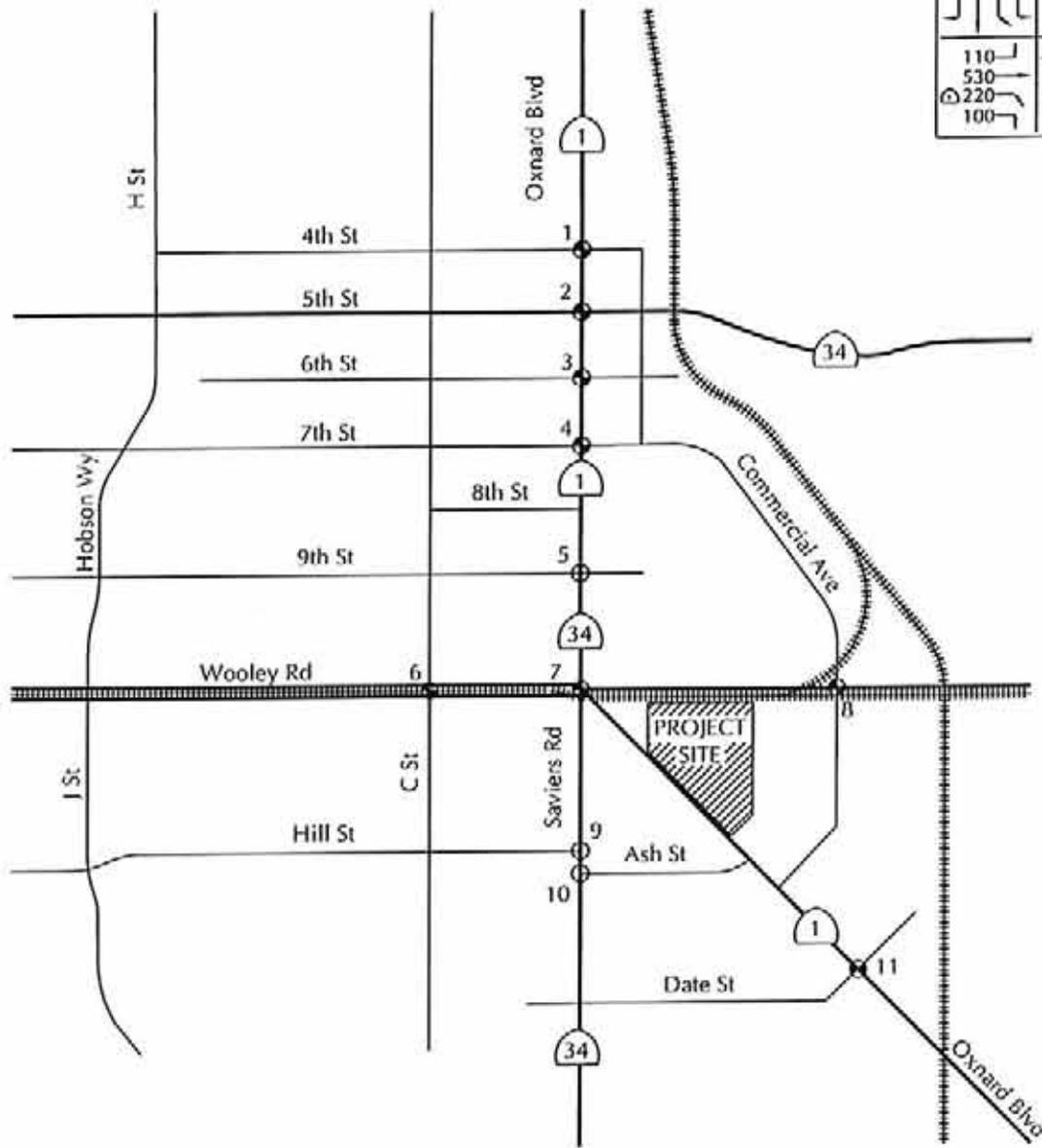
7 50 580 3000 90 110 530 220 100	7 40 200 90 10 310 550 80 90
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8 60 60 10 40 380 80	20 590 10 100 60 10
--	------------------------------------

9 180 930 40 160	170 850
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10 1020 70 690 20	170 30 20
-------------------------------	-----------------

11 40 330 130 50 80 10	240 80 120 20 460 70
--	-------------------------------------



- LEGEND**
- XX - Peak Hour Volume
  - J - Traffic Direction
  - - Signalized Intersection
  - - Unsignalized Intersection



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ENGINEERS

EXISTING + PENDING PROJECTS  
A.M. PEAK HOUR VOLUMES

FIGURE 5

JSL #06032.01



## CITY OF OXNARD IMPACT THRESHOLD CRITERIA

The City of Oxnard's criteria for evaluating project impacts at an intersection is based upon the change in ICU/LOS attributable to the project. If a signalized intersection operates in the LOS "C", "D", "E", or "F" ranges under the existing + pending projects or "baseline" scenario, and a change in ICU of 0.02 or greater is generated by the project under study, the impact is considered significant. The level of service must then be mitigated to the ICU level identified without the project traffic.

If an unsignalized intersection operates in the LOS "D", "E", or "F" ranges with the addition of project traffic, the impact is considered significant and must be mitigated to the level of service identified without project traffic.

## PROJECT GENERATED TRAFFIC VOLUMES

The following is an evaluation of the weekday A.M. and P.M. peak hour volumes that will be generated by the Gateway Walk development.

### Project Trip Generation

The following rates were used to develop trip generation estimates for the various project components:

**Single Family Detached Housing.** The Institute of Transportation Engineers (ITE) Trip Generation Manual<sup>4</sup> average rates for Single Family Detached Housing (Land Use Code #210) were used for the proposed 56 single family dwellings.

**Residential Condominium/Townhouse.** The ITE average rates for Residential Townhouse/Condominium (Land Use Code #230) were used for the proposed 134 condominium units.

**Specialty Retail.** The ITE equations for Specialty Retail Centers (Land Use Code #814) were used for this project component. Because no A.M. peak data is available in the ITE, Trip Generation, 3% of the ADT was assumed per the San Diego Association of Governments (SANDAG) Traffic Generators manual.<sup>5</sup> A 15% "pass-by" adjustment was applied to the retail trips to account for the mixed-use interaction within the project and pass-by trips from Oxnard Boulevard.

<sup>4</sup> Trip Generation, Institute of Transportation Engineers, 7th Edition, 2003.

<sup>5</sup> San Diego Traffic Generators, San Diego Association of Governments, 2002.

**City Park.** The rates listed in the SANDAG Traffic Generators Manual for City park were used for the 2-acre city park component of the project. The A.M. peak hour trip rate was developed using 24-hour tube counts taken at Elings Park in Santa Barbara for the Veronica Meadows Project<sup>6</sup>. This was done because the A.M. peak hour rate in SANDAG, which is 13% of the ADT, is too high given the observations of similar parks completed by ATE.

Table 3 summarizes the average daily, A.M. and P.M. peak hour trip generation estimates for the project.

**Table 3  
Trip Generation Estimates**

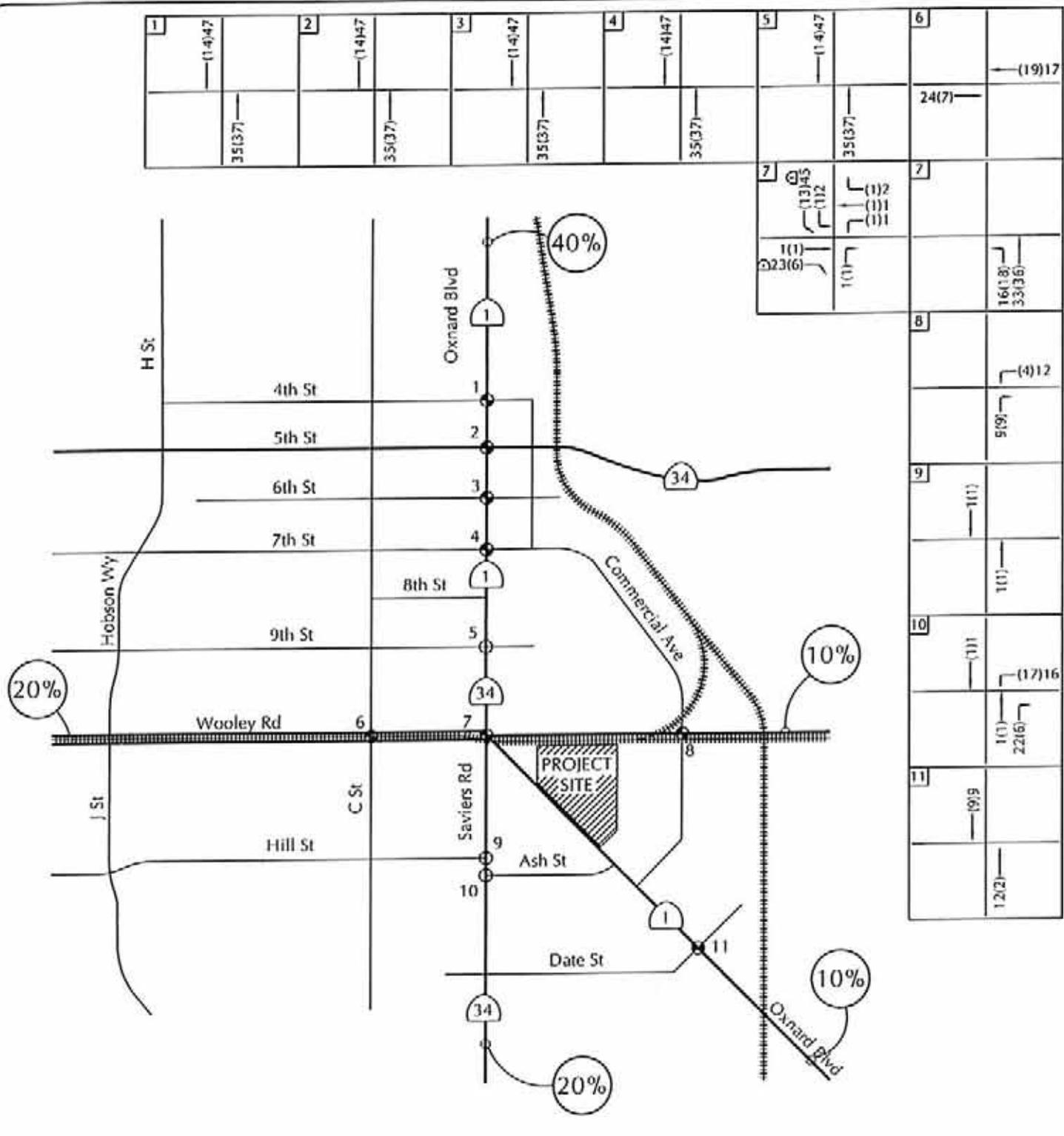
Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Single-Family Housing	56 Units	9.57	536	0.75	42	1.01	57
Condo/Townhouse	134 Units	5.86	785	0.44	59	0.52	70
Retail	17,821 ksf	46.55	830	1.40	25	4.55	81
Less 15% "Pass-by" Trips:			-125		-4		-12
Primary Trips:			705		21		69
City Park	2 Acres	50.00	100	3.20	6	4.50	9
Total:			2,126		128		205

As shown in Table 3, the project is expected to generate 2,126 daily trips, with 128 trips during the A.M. peak hour and 205 trips during the P.M. peak hour.

### Project Trip Distribution and Assignment

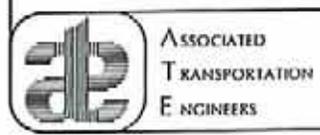
The trips generated by the project were distributed and assigned to the study-area street network as shown on Figure 7. The distribution patterns were developed according to existing traffic patterns in the area and input from City of Oxnard Staff (Edgar Hipolito).

<sup>6</sup> Veronica Meadows Project Traffic and Circulation Study, Associated Transportation Engineers, 2004.



- LEGEND**
- 20% - Trip Distribution
  - XX - (A.M.)P.M. Peak Hour Volume
  - J - Traffic Direction
  - - Signalized Intersection
  - - Unsignalized Intersection

N  
NOT TO SCALE



PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 7

JSL #06032.01

## EXISTING + PENDING PROJECTS + PROJECT CONDITIONS

The data in Tables 4 and 5 show the existing + pending projects and existing + pending projects + project levels of service. Figures 8 and 9 illustrate the existing + pending projects + project traffic volumes.

**Table 4**  
**Existing + Pending Projects + Project A.M. Peak Hour Levels of Service**

Intersection	A.M. Peak Hour			
	Existing + Pending Projects	Existing + Pending Projects + Project	ICU/Delay Increase	Impact
	ICU/Delay/LOS	ICU/Delay/LOS		
Oxnard Blvd/4 <sup>th</sup> Street	0.53/LOS A	0.53 /LOS A	0.005	No
Oxnard Blvd/5 <sup>th</sup> Street	0.70/LOS B	0.71/LOS C	0.012	No
Oxnard Blvd/6 <sup>th</sup> Street	0.46/LOS A	0.47/LOS A	0.004	No
Oxnard Blvd/7 <sup>th</sup> Street	0.50/LOS A	0.51/LOS A	0.005	No
Oxnard Blvd/9 <sup>th</sup> Street	2.3 sec/LOS A	2.4 sec/LOS A	0.1 sec	No
Wooley Road/C Street	0.49/LOS A	0.49/LOS A	0.002	No
Oxnard Blvd/Saviers Road/Wooley Rd	0.90/LOS D	0.91/LOS E	0.008	No
Wooley Road/Commercial Avenue	0.34/LOS A	0.34/LOS A	0.000	No
Saviers Road/Hill Street	9.4 sec/LOS A	9.5 sec/LOS A	0.1 sec	No
Saviers Road/Ash Street	2.0 sec/LOS A	2.4 sec/LOS A	0.4 sec	No
Oxnard Blvd/Date St	0.50/LOS A	0.50/LOS A	0.000	No

**Table 5**  
**Existing + Pending Projects + Project P.M. Peak Hour Levels of Service**

Intersection	P.M. Peak Hour			
	Existing + Pending Projects	Existing + Pending Projects + Project	ICU/Delay Increase	Impact
	ICU/Delay/LOS	ICU/Delay/LOS		
Oxnard Blvd/4 <sup>th</sup> Street	0.64/LOS B	0.66/LOS B	0.011	No
Oxnard Blvd/5 <sup>th</sup> Street	0.79/LOS C	0.80/LOS C	0.014	No
Oxnard Blvd/6 <sup>th</sup> Street	0.63/LOS B	0.65/LOS C	0.014	No
Oxnard Blvd/7 <sup>th</sup> Street	0.77/LOS C	0.78/LOS C	0.015	No
Oxnard Blvd/9 <sup>th</sup> Street	17.0 sec/LOS B	25.1 sec/LOS C	8.1 sec	No
Wooley Road/C Street	0.72/LOS C	0.73/LOS C	0.007	No
Oxnard Blvd/Saviers Road/Wooley Rd	1.03/LOS F	1.03/LOS F	0.011	No
Wooley Road/Commercial Avenue	0.51/LOS A	0.51/LOS A	0.000	No
Saviers Road/Hill Street	6.1 sec/LOS A	6.1 sec/LOS A	0.0 sec	No
Saviers Road/Ash Street	3.0 sec/LOS A	5.1 sec/LOS A	2.1 sec	No
Oxnard Blvd/Date St	0.60/LOS A	0.60/LOS A	0.003	No

The data presented in Tables 5 and 6 indicate that there would be no significant impacts to the study-area intersections with the addition of project traffic to the existing + pending projects baseline traffic volumes based on City of Oxnard thresholds<sup>7</sup>. The project does not result in an ICU change of 0.02 or greater at any of the signalized intersections which operate in the LOS "C", "D", "E", or "F" ranges under the existing + pending projects scenario.

<sup>7</sup> Resolution No. 10,418, City of Oxnard, 1992.

1	60 1254 50	20 20 10	2	30 1044 170	50 170 40	3	20 1094	10 10 10	4	20 1064 120	50 40 10	5	50 954 20	60 10 10	6	60 310 30	100 419 50
	60 10	1067 20		50 380 10	40 567 50		30 20 20	1007 10		80 70 10	10 917 10		10 60	10 857 10		170 707 200	160 540 70

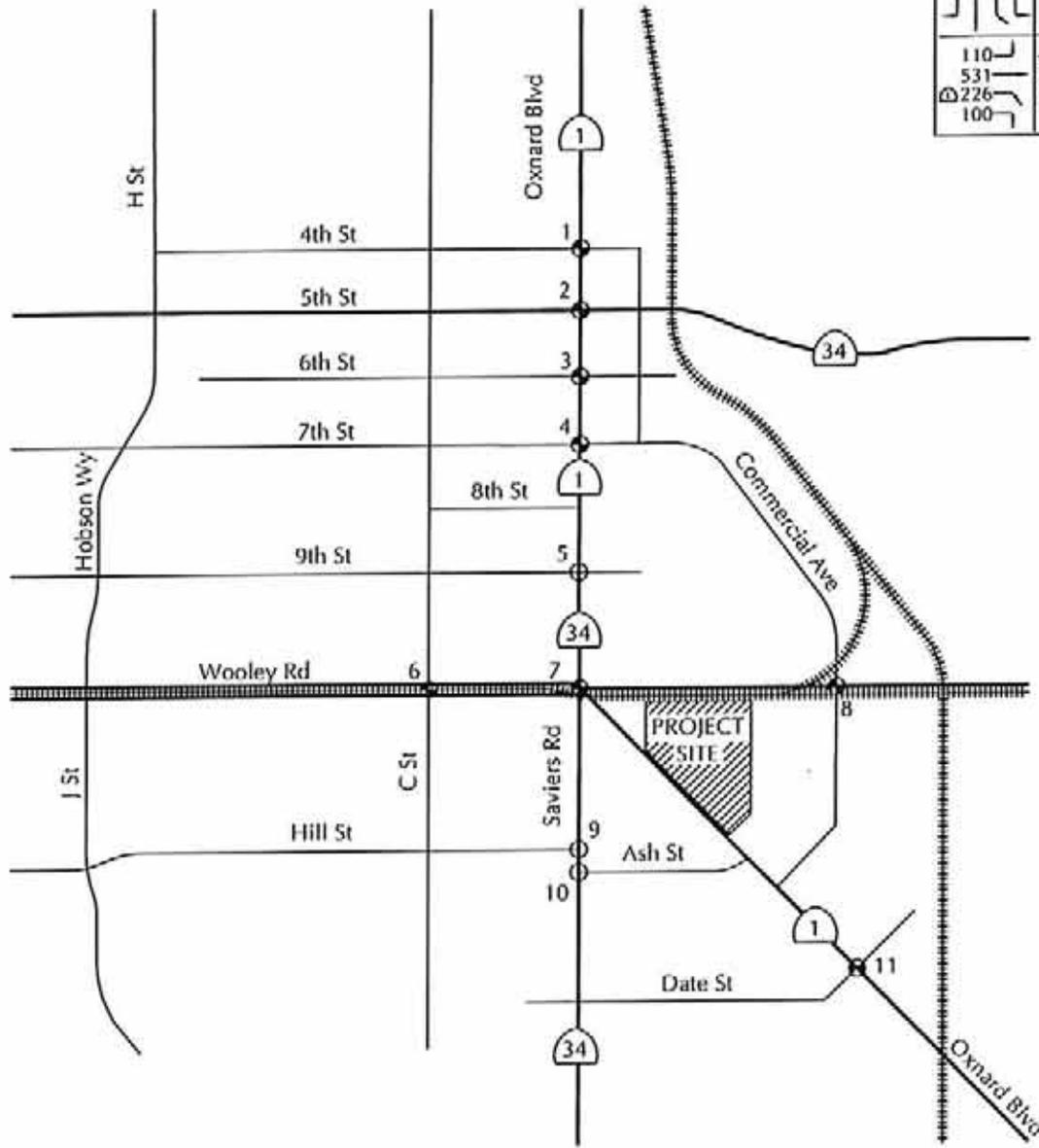
7	50 380 3130 91	41 201 91 10	8	110 531 2226 100	210 550 81 90	9	60 60 10	20 590 10	10	100 498 346 10
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11	40 330 130	240 80 120
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12	180 931	170 47
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13	1021 70	691 26
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14	40 50 80 10	20 460 70
----	----------------------	-----------------



- LEGEND**
- XX - Peak Hour Volume
  - J - Traffic Direction
  - - Signalized Intersection
  - - Unsignalized Intersection



EXISTING + PENDING + PROJECT  
A.M. PEAK HOUR VOLUMES

FIGURE 8

JSL #06032.01

1	30 1527 100	150 110 30	2	70 1457 130	90 360 80	3	50 1637	20 40 40	4	20 1617 60	110 170 70	5	110 1477 40	60 10 10	6	80 810 30	50 877 250
	110 60 110	1395 10		70 270 50	70 1155 70		60 30 40	1165 10		80 110 30	20 1095 40		100 10 10	60 1045 20		220 544 70	150 640 10

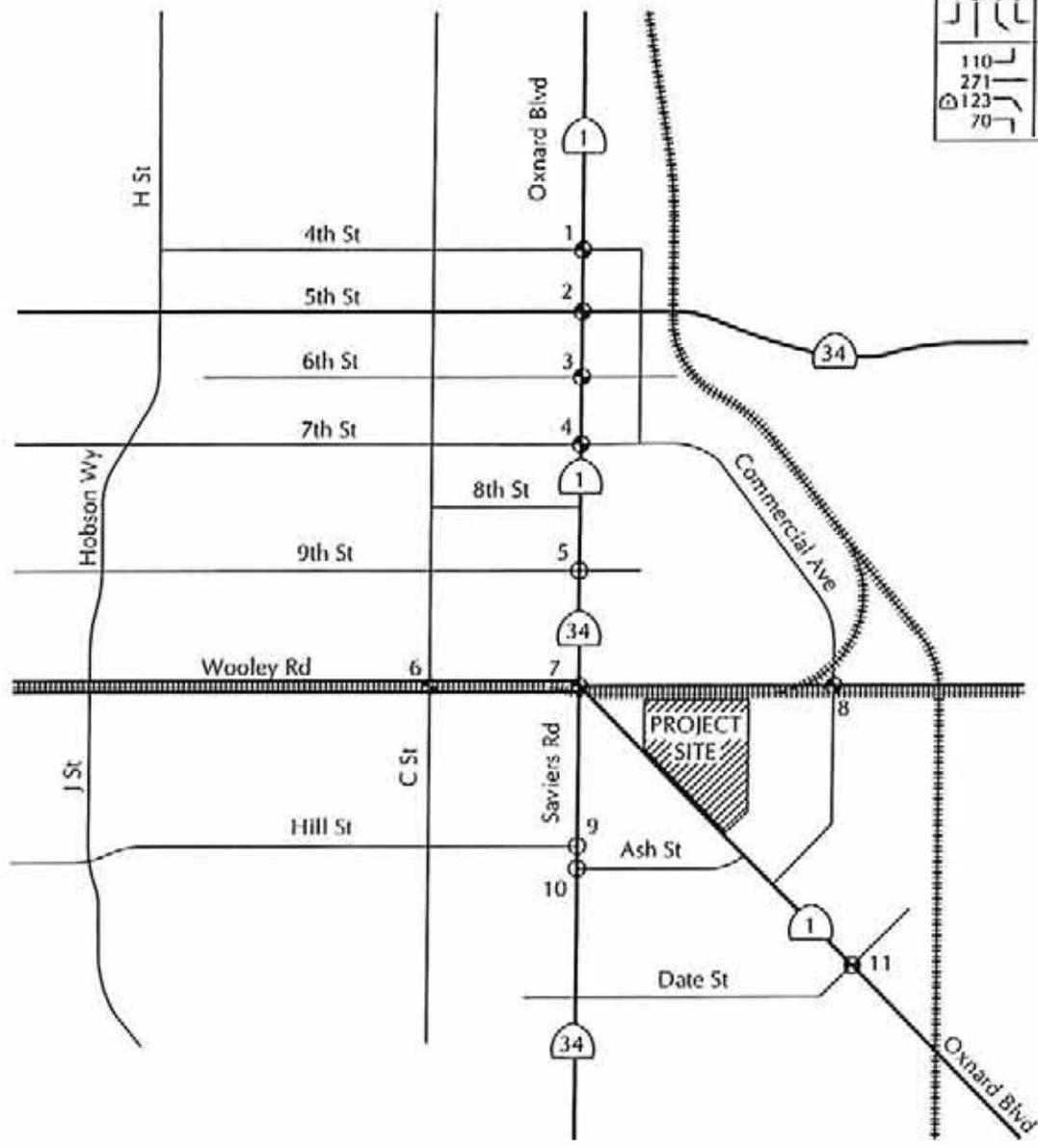
7	100 930 445	52 501 281 10	8		
	110 271 123 70	200 660 51 80			

9	80 80 20	110 360 30
	140 670 180	120 150 20

10	150 1091	
	20 140	210 931

11	1121 110	180 46
		961 102

	60 770 270	160 80 90
	80 250 40	30 500 110



N  
NOT TO SCALE

- LEGEND**
- XX - Peak Hour Volume
  - J - Traffic Direction
  - 1 - Signalized Intersection
  - O - Unsignalized Intersection



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EXISTING + PENDING + PROJECT  
P.M. PEAK HOUR VOLUMES

FIGURE 9

JSL #06032.01

## GENERAL PLAN BUILDOUT CONDITIONS

As the Gateway Walk development will require a Zone Change and General Plan Amendment, an analysis of General Plan Buildout conditions is required. The following analysis is presented to determine whether the project will affect the proposed General Plan Buildout circulation system in the year 2030. Therefore, all roadway and intersection improvements included in the General Plan are incorporated into the level of service analyses. Due to the uncertainty of future improvements to the Oxnard Blvd/Saviors Road/Wooley Road intersection, three alternatives are analyzed:

### # Alternatives

1. Four Leg Intersection with South Oxnard Blvd offset to the east on Wooley Road (As part of the Oxnard General Plan)
2. Five Leg Intersection with no offset
3. Right-Turn Only from northwestbound Oxnard Blvd to Wooley Road

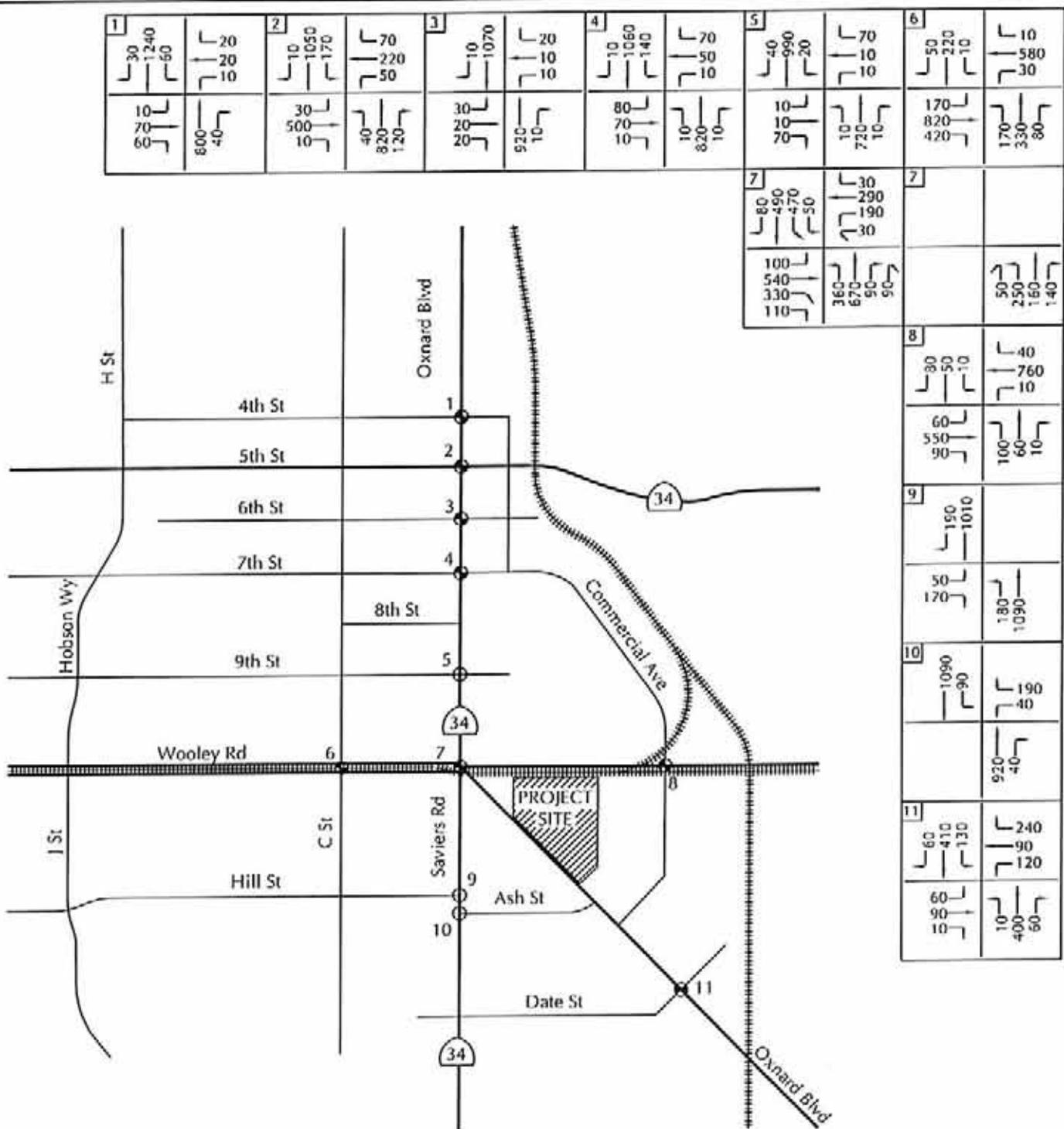
Table 6 shows the forecast General Plan Buildout levels of service. Buildout and project-added traffic distributions through the Wooley Road/Commercial Avenue, Saviors Road/Hill Street, and Saviors Road/Ash Street intersections will change under the various alternatives. The number left of the intersection name indicates the alternative detailed above. Figures 10a-11c illustrate the A.M. and P.M. peak hour General Plan Buildout volumes.

**Table 6  
General Plan Buildout Peak Hour Levels of Service**

Intersection	Control	A.M. Peak Hour	P.M. Peak Hour
		ICU-Delay/LOS	ICU/Delay/LOS
Oxnard Blvd/4 <sup>th</sup> Street	Signal	0.53/LOS A	0.60/LOS A
Oxnard Blvd/5 <sup>th</sup> Street	Signal	0.61/LOS B	0.70/LOS B
Oxnard Blvd/6 <sup>th</sup> Street	Signal	0.47/LOS A	0.55/LOS A
Oxnard Blvd/7 <sup>th</sup> Street	Signal	0.50/LOS A	0.74/LOS C
Oxnard Blvd/9 <sup>th</sup> Street	Stop Sign	2.4 sec/LOS A	6.2 sec/LOS A
Wooley Road/C Street	Signal	0.50/LOS A	0.72/LOS C
<b>Oxnard Blvd/Saviors Road/Wooley Road By Alternative</b>			
1 Four Leg	Signal	0.63/LOS B	0.70/LOS B
1 Oxnard Blvd/Wooley Rd Offset	Signal	0.81/LOS D	0.66/LOS B
2 Five Leg	Signal	0.76/LOS C	0.95/LOS E
3 Right-Turn Only	Signal	0.72/LOS C	0.97/LOS E
<b>Buildout Traffic Re-Distributions By Alternative</b>			
1,2 Wooley Road/Commercial Avenue	Signal	0.32/LOS A	0.48/LOS A
3 Wooley Road/Commercial Avenue <sup>(a)</sup>	Signal	0.44/LOS A	0.73/LOS C
1,2 Saviors Road/Hill Street	Stop Sign	20.1 sec/LOS C	6.6 sec/LOS A
3 Saviors Road/Hill Street <sup>(a)</sup>	Stop Sign	24.2 sec/LOS C	8.9 sec/LOS A
1,2 Saviors Road/Ash Street	Stop Sign	3.0 sec/LOS A	6.8 sec/LOS A
3 Saviors Road/Ash Street <sup>(a)</sup>	Stop Sign	13.4 sec/LOS B	69.2 sec/LOS F
Oxnard Blvd/Date St	Signal	0.48/LOS A	0.56/LOS A

<sup>(a)</sup> Buildout Traffic Distribution Changes





**LEGEND**

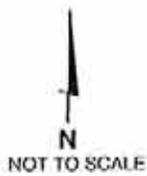
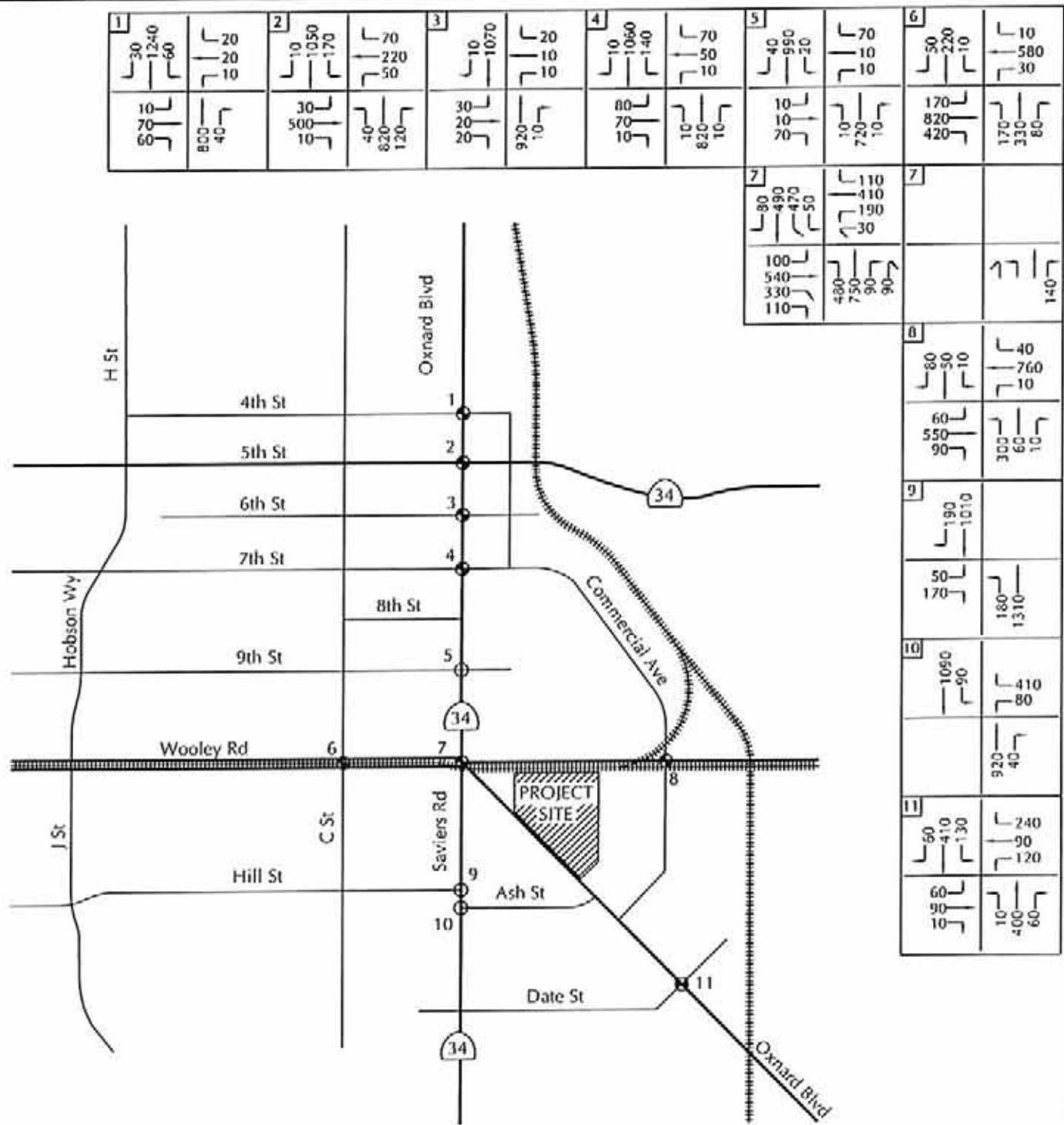
- XX - Peak Hour Volume
- J - Traffic Direction
- - Signalized Intersection
- - Unsignalized Intersection

N  
NOT TO SCALE

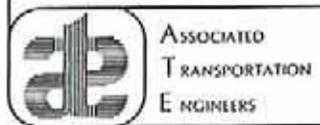


GENERAL PLAN BUILDOUT  
ALTERNATIVE 2 A.M. PEAK HOUR VOLUMES

FIGURE 10b  
JSL #06032.01



- LEGEND**
- XX - Peak Hour Volume
  - J - Traffic Direction
  - - Signalized Intersection
  - - Unsignalized Intersection



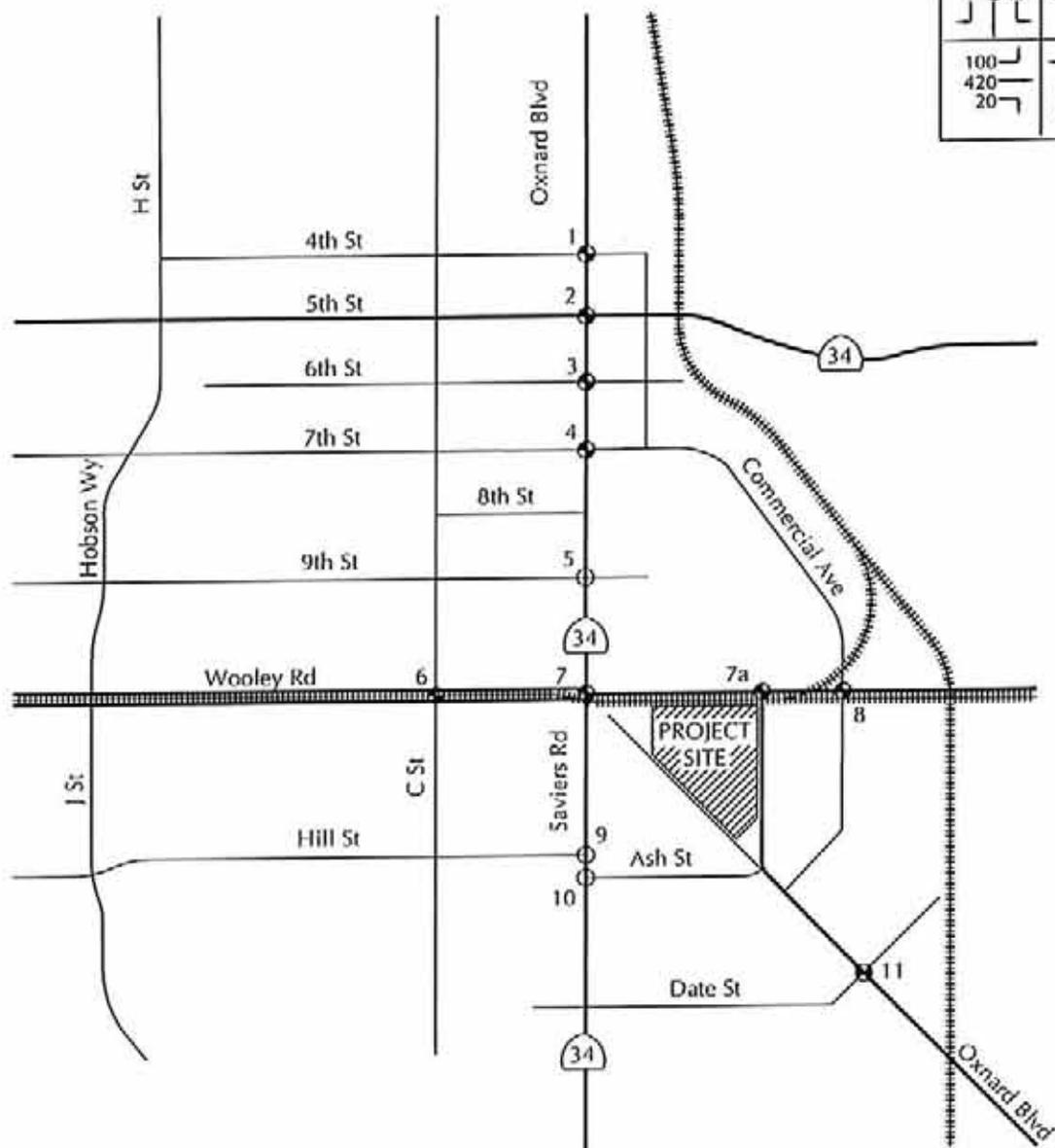
GENERAL PLAN BUILDOUT  
ALTERNATIVE 3 A.M. PEAK HOUR VOLUMES

FIGURE 10c

JSL #06032.01

1 30 1370 100 110 60 110 1210 10	2 70 1260 140 430 40 70 950 100	3 30 1360 20 40 40 60 30 40 1040 10	4 10 1400 40 130 170 40 90 110 40 10 850 40	5 70 1310 30 10 10 100 70 810 40	6 40 690 10 20 1230 230 240 560 370 130 580 10
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7 110 680 550 100 420 20	7a 10 20 30 10 490 870 350 710 130	8 70 50 10 180 920 210 150 170 10 110 100	9 160 960 30 150 220 1090 980 130 200 40 110 100	10 80 740 270 90 260 40 20 420 80	11 160 90 80 160 90 80
--	---	--	--	--	--



N  
NOT TO SCALE

**LEGEND**  
 XX - Peak Hour Volume  
 J - Traffic Direction  
 XX - Signalized Intersection  
 O - Unsignalized Intersection

GENERAL PLAN BUILDOUT  
 ALTERNATIVE 1 P.M. PEAK HOUR VOLUMES

FIGURE 11a

JSL #06032.01



1 30 1370 100 110 110	2 150 110 30 70 1260 140 430 40	3 130 460 80 70 950 100 30 40 1040 10	4 20 40 40 10 1400 40 90 110 40 10 850 40	5 70 1310 30 70 10 10 70 810 40	6 20 1230 230 40 590 10 240 560 370 130 580 10
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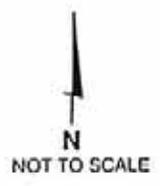
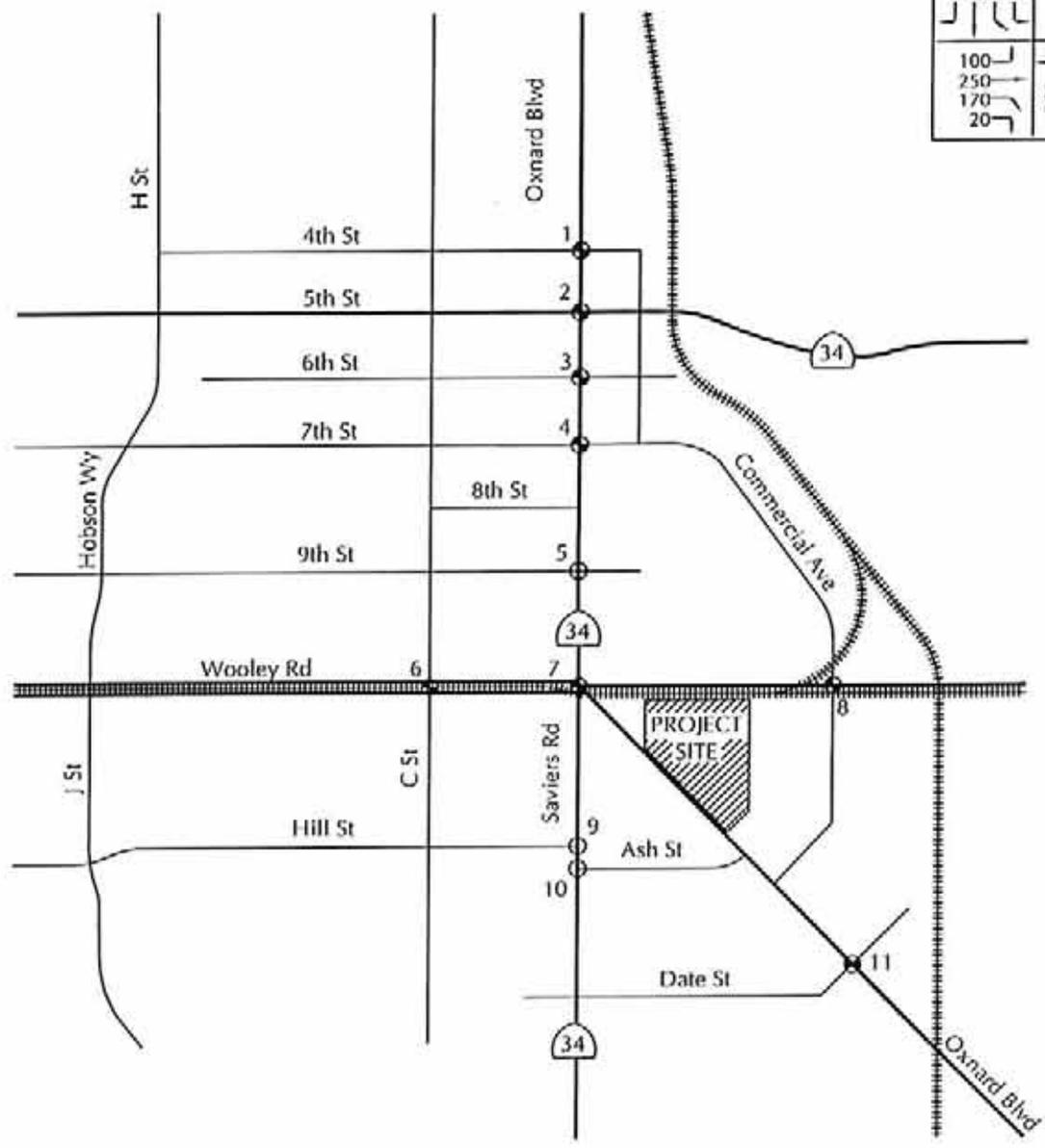
7 110 680 500 50 100 250 170 20	7 70 820 430 50 350 710 60 70
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8 70 60 10 180 920 210	8 80 620 20 150 170 10
--	--

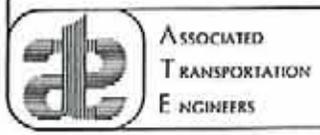
9 150 950 30 150	9 220 1090
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10 960 130	10 200 40 1110 100
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11 80 740 270 90 260 40	11 160 90 80 20 420 80
---	--



- LEGEND**
- XX - Peak Hour Volume
  - J - Traffic Direction
  - - Signalized Intersection
  - - Unsignalized Intersection



GENERAL PLAN BUILDOUT  
ALTERNATIVE 2 P.M. PEAK HOUR VOLUMES

FIGURE 11b

JSI #06032.01

1 30 1370 100 110 60 110	2 150 110 30 70 1260 140 40	3 130 460 80 60 30 40	4 20 40 40 10 1400 40 90 10 40	5 130 170 40 70 1310 30 10 10 100	6 20 1230 230 40 650 10 240 560 370
--	--	---	---	--	--

7 110 680 500 50 100 250 170 20	7 250 1030 430 50 560 880 60 70
---	---

8 70 60 10 180 920 210	8 80 620 20 540 170 10
--	--

9 160 960 30 150	9 220 1490
------------------------------	------------------

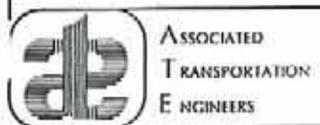
10 980 130	10 600 80 1110 100
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11 80 740 270 90 260 40	11 160 90 80 20 420 80
---	--



N  
NOT TO SCALE

- LEGEND**
- XX - Peak Hour Volume
  - J - Traffic Direction
  - - Signalized Intersection
  - - Unsignalized Intersection



GENERAL PLAN BUILDOUT  
ALTERNATIVE 3 P.M. PEAK HOUR VOLUMES

FIGURE 11c

JSL #06032.01

The data in Table 6 indicate that the majority of the study-area intersections would operate at LOS C or better with General Plan Buildout traffic volumes. The exceptions would be the Oxnard Boulevard/Saviers Road/Wooley Road intersection for all three alternatives and the Saviers Road/Ash Street intersection under Alternative 3.

## GENERAL PLAN BUILDOUT + PROJECT CONDITIONS

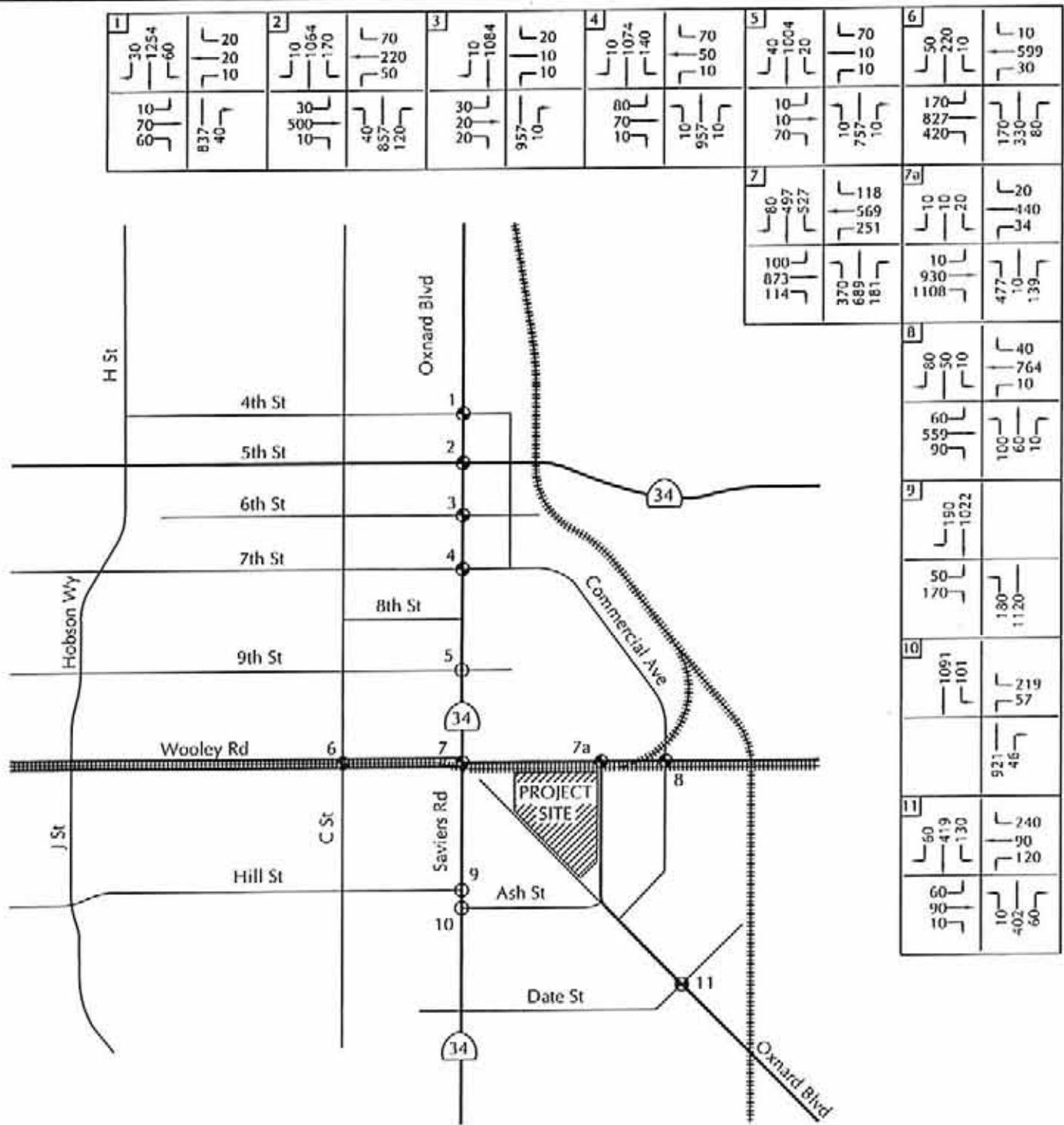
The project generated traffic volumes are overlaid onto the General Plan Buildout traffic volumes to determine cumulative traffic impacts resulting from the proposed project. Tables 7 and 8 show the General Plan Buildout + Project A.M. and P.M. peak hour levels of service. Figures 12a-13c illustrate the A.M. and P.M. peak hour General Plan Buildout + Project volumes.

**Table 7**  
**General Plan Buildout + Project A.M. Peak Hour Levels of Service**

Intersection	A.M. Peak Hour			
	General Plan Buildout	General Plan Buildout + Project	ICU/Delay Increase	Impact
	ICU-Delay/LOS	ICU/Delay/LOS		
Oxnard Blvd/4 <sup>th</sup> Street	0.53/LOS A	0.53/LOS A	0.003	No
Oxnard Blvd/5 <sup>th</sup> Street	0.61/LOS B	0.62/LOS B	0.011	No
Oxnard Blvd/6 <sup>th</sup> Street	0.47/LOS A	0.47/LOS A	0.004	No
Oxnard Blvd/7 <sup>th</sup> Street	0.50/LOS A	0.51/LOS A	0.005	No
Oxnard Blvd/9 <sup>th</sup> Street	2.4 sec/LOS A	2.5 sec/LOS A	0.1 sec	No
Wooley Road/C Street	0.50/LOS A	0.50/LOS A	0.002	No
<b>Oxnard Blvd/Saviers Road/Wooley Road By Alternative</b>				
1 Four Leg	0.63/LOS B	0.64/LOS B	0.009	No
1 Oxnard Blvd/Wooley Rd Offset	0.81/LOS D	0.81/LOS D	0.005	No
2 Five Leg	0.76/LOS C	0.76/LOS C	0.007	No
3 Right-Turn Only	0.72/LOS C	0.73/LOS C	0.011	No
<b>Buildout and Project-Added Traffic Re-Distributions By Alternative</b>				
1 Wooley Road/Commercial Avenue	0.32/LOS A	0.32/LOS A	0.000	No
2 Wooley Road/Commercial Avenue <sup>(a)</sup>	0.32/LOS A	0.32/LOS A	0.000	No
3 Wooley Road/Commercial Avenue <sup>(a)</sup>	0.44/LOS A	0.47/LOS A	0.028	No
1 Saviers Road/Hill Street	20.1 sec/LOS C	21.6 sec/LOS C	1.5 sec	No
2 Saviers Road/Hill Street <sup>(a)</sup>	20.1 sec/LOS C	20.2 sec/LOS C	0.1 sec	No
3 Saviers Road/Hill Street <sup>(b)</sup>	24.2 sec/LOS C	25.9 sec/LOS C	1.7 sec	No
1 Saviers Road/Ash Street	3.0 sec/LOS A	5.6 sec/LOS A	2.6 sec	No
2 Saviers Road/Ash Street <sup>(a)</sup>	3.0 sec/LOS A	4.9 sec/LOS A	1.9 sec	No
3 Saviers Road/Ash Street <sup>(b)</sup>	13.4 sec/LOS B	18.3 sec/LOS C	4.9 sec	No
Oxnard Blvd/Date St	0.48/LOS A	0.48/LOS A	0.000	No

<sup>(a)</sup> Project Traffic Distribution Changes

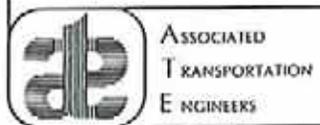
<sup>(b)</sup> Baseline Traffic Distribution Changes



1	30 1254 60	20 20 10	2	10 1064 170	70 220 50	3	10 1084	20 10 10	4	10 1074 140	70 50 10	5	40 1004 20	70 10 10	6	50 220 10	10 599 30
	10 70 60	837 40		30 506 10	40 857 120		30 20 20	957 10		80 70 10	10 957 10		10 70 10	10 757 10		170 827 420	170 330 80
7	60 497 527	118 569 251	7a	10 10 20	20 440 34		100 873 114	370 689 181		10 930 1108			80 50 10	40 764 10		60 559 90	100 60 10
	100 873 114	370 689 181		150 1022			50 170						50 170	180 1120			
9	1091 101	219 57	10														
11	60 419 130	240 90 120															
	60 90 10	10 402 60															



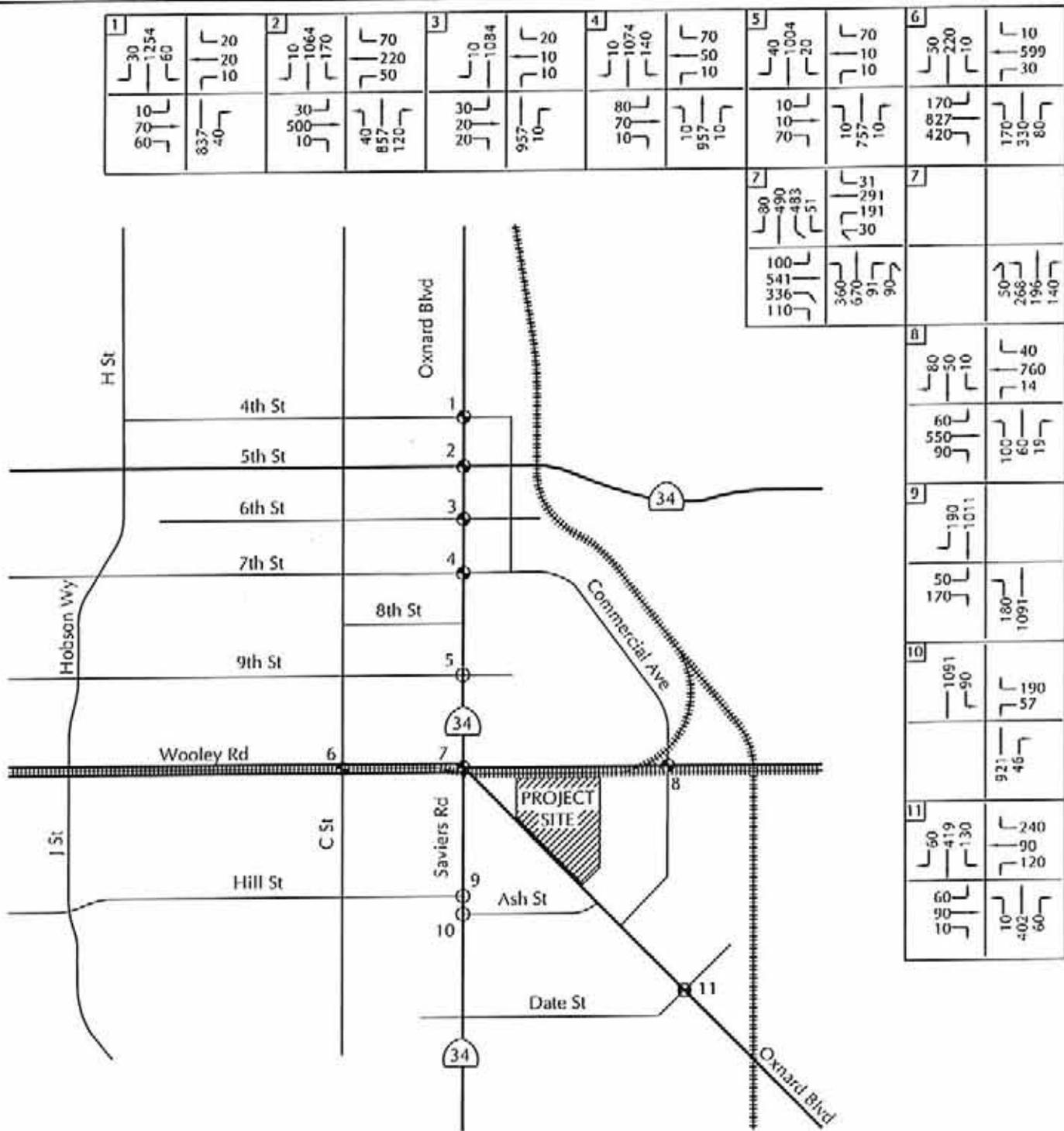
- LEGEND**
- XX - Peak Hour Volume
  - J - Traffic Direction
  - ⊙ - Signalized Intersection
  - - Unsignalized Intersection



GENERAL PLAN BUILDOUT + PROJECT  
ALTERNATIVE 1 A.M. PEAK HOUR VOLUMES

FIGURE 12a

JSL #06032.01



1	30 1254 60	20 20 10	2	10 1064 170	70 220 50	3	10 1034	20 10 10	4	10 1074 140	70 50 10	5	40 1004 20	70 10 10	6	50 220 10	10 599 30
	10 70 60	837 40		30 500 10	40 857 120		30 20 20			80 70 10	10 957 10		10 10 70	10 757 10		170 827 420	170 330 80

7	80 490 483 51	31 291 191 30	7														
	100 541 336 110	360 670 91 90															

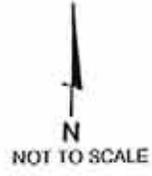
8	80 50 10	40 760 14															
	60 550 90	100 60 15															

9	190 1011																
	50 170	180 1091															

10	1091 90	190 57															
		921 46															

11	60 419 130	240 90 120															
	60 90 10	10 402 60															

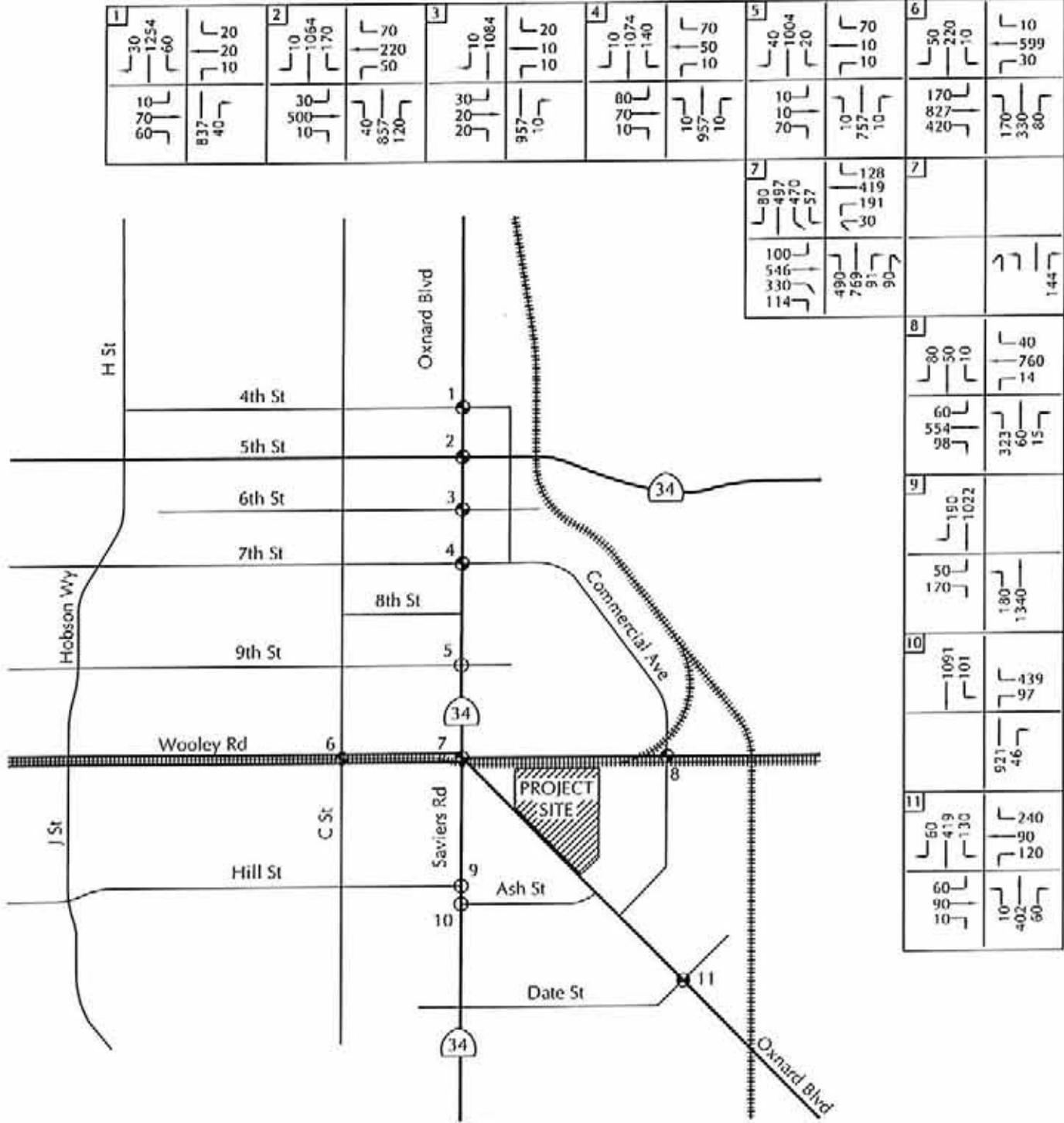
- LEGEND**
- XX - Peak Hour Volume
  - J - Traffic Direction
  - - Signalized Intersection
  - - Unsignalized Intersection



GENERAL PLAN BUILDOUT + PROJECT  
ALTERNATIVE 2 A.M. PEAK HOUR VOLUMES

FIGURE 12b

JSL #06032.01



1	<table border="1"> <tr><td>30</td><td>20</td></tr> <tr><td>1254</td><td>20</td></tr> <tr><td>60</td><td>10</td></tr> <tr><td>70</td><td>837</td></tr> <tr><td>60</td><td>40</td></tr> </table>	30	20	1254	20	60	10	70	837	60	40	2	<table border="1"> <tr><td>10</td><td>70</td></tr> <tr><td>1064</td><td>220</td></tr> <tr><td>170</td><td>50</td></tr> <tr><td>30</td><td>40</td></tr> <tr><td>500</td><td>857</td></tr> <tr><td>10</td><td>120</td></tr> </table>	10	70	1064	220	170	50	30	40	500	857	10	120	3	<table border="1"> <tr><td>10</td><td>20</td></tr> <tr><td>1084</td><td>10</td></tr> <tr><td>20</td><td>10</td></tr> <tr><td>30</td><td>957</td></tr> <tr><td>20</td><td>10</td></tr> <tr><td>20</td><td>10</td></tr> </table>	10	20	1084	10	20	10	30	957	20	10	20	10	4	<table border="1"> <tr><td>10</td><td>70</td></tr> <tr><td>1074</td><td>140</td></tr> <tr><td>10</td><td>10</td></tr> <tr><td>80</td><td>10</td></tr> <tr><td>70</td><td>957</td></tr> <tr><td>10</td><td>10</td></tr> </table>	10	70	1074	140	10	10	80	10	70	957	10	10	5	<table border="1"> <tr><td>40</td><td>70</td></tr> <tr><td>1004</td><td>10</td></tr> <tr><td>20</td><td>10</td></tr> <tr><td>10</td><td>757</td></tr> <tr><td>10</td><td>10</td></tr> </table>	40	70	1004	10	20	10	10	757	10	10	6	<table border="1"> <tr><td>50</td><td>10</td></tr> <tr><td>220</td><td>10</td></tr> <tr><td>170</td><td>10</td></tr> <tr><td>827</td><td>170</td></tr> <tr><td>420</td><td>330</td></tr> <tr><td></td><td>80</td></tr> </table>	50	10	220	10	170	10	827	170	420	330		80	7	<table border="1"> <tr><td>80</td><td>128</td></tr> <tr><td>487</td><td>419</td></tr> <tr><td>470</td><td>191</td></tr> <tr><td>57</td><td>30</td></tr> <tr><td>100</td><td>490</td></tr> <tr><td>546</td><td>789</td></tr> <tr><td>330</td><td>91</td></tr> <tr><td>114</td><td>90</td></tr> </table>	80	128	487	419	470	191	57	30	100	490	546	789	330	91	114	90	8	<table border="1"> <tr><td>80</td><td>40</td></tr> <tr><td>50</td><td>760</td></tr> <tr><td>10</td><td>14</td></tr> <tr><td>60</td><td>60</td></tr> <tr><td>554</td><td>323</td></tr> <tr><td>98</td><td>60</td></tr> <tr><td></td><td>15</td></tr> </table>	80	40	50	760	10	14	60	60	554	323	98	60		15	9	<table border="1"> <tr><td>180</td><td></td></tr> <tr><td>1022</td><td></td></tr> <tr><td>50</td><td>180</td></tr> <tr><td>170</td><td>1340</td></tr> </table>	180		1022		50	180	170	1340	10	<table border="1"> <tr><td>1091</td><td>439</td></tr> <tr><td>101</td><td>97</td></tr> <tr><td></td><td>921</td></tr> <tr><td></td><td>46</td></tr> </table>	1091	439	101	97		921		46	11	<table border="1"> <tr><td>60</td><td>240</td></tr> <tr><td>419</td><td>90</td></tr> <tr><td>130</td><td>120</td></tr> <tr><td>60</td><td>10</td></tr> <tr><td>90</td><td>402</td></tr> <tr><td>10</td><td>60</td></tr> </table>	60	240	419	90	130	120	60	10	90	402	10	60
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- LEGEND**
- XX - Peak Hour Volume
  - J - Traffic Direction
  - - Signalized Intersection
  - - Unsignalized Intersection

GENERAL PLAN BUILDOUT + PROJECT ALTERNATIVE 3 A.M. PEAK HOUR VOLUMES

FIGURE 12c

JSI #06032.01

1	30 1417 100	150 110 30	2	70 1307 140	130 460 80	3	30 1407	20 40 40	4	10 1447 40	130 170 40	5	70 1357 30	70 10 10	6	40 690 10	20 1247 230
	110 60 110	1245 10		70 430 40	70 985 100		60 30 40	1075 10		90 110 40	10 885 40		100 100 100	70 845 40	240 584 370	130 580 10	

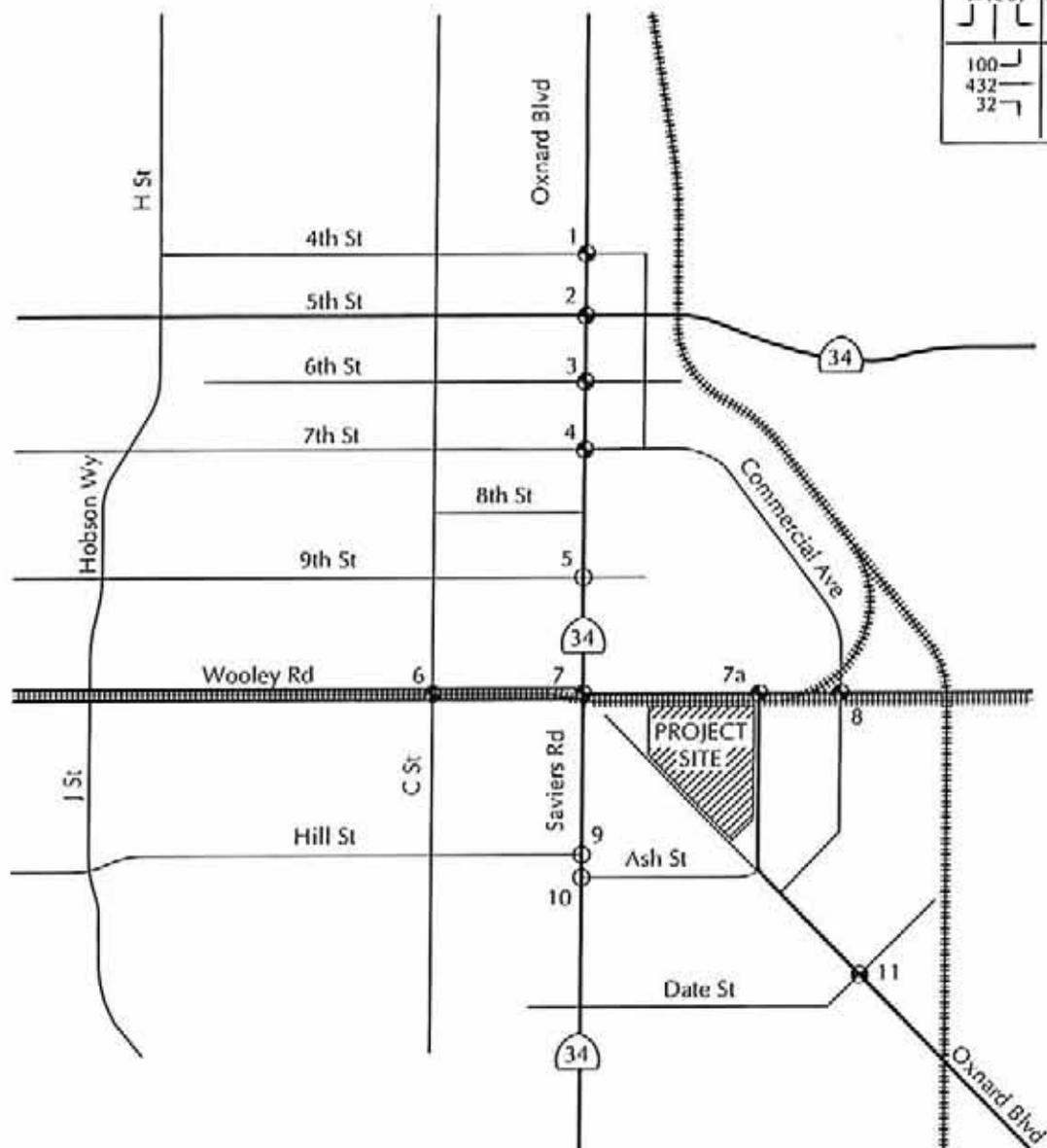
7	1110 704 575	327 1218 551	7a	10 20 30	70 1250 62
	100 432 32	355 728 131		10 490 903	855 30 89

8	70 60 10	80 632 20
	180 929 210	150 170 10

9	160 997
	30 150
	220 1118

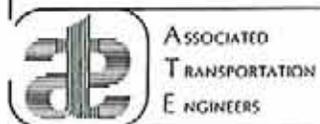
10	981 166	227 56
	1111 122	

11	90 749 270	160 90 80
	90 260	20 432 80



- LEGEND**
- XX - Peak Hour Volume
  - J - Traffic Direction
  - - Signalized Intersection
  - - Unsignalized Intersection

N  
NOT TO SCALE



GENERAL PLAN BUILDOUT + PROJECT ALTERNATIVE 1 P.M. PEAK HOUR VOLUMES

FIGURE 13a

JSL #06032.01

1	30 1417 100	150 110 30	2	70 1307 140	130 460 80	3	30 1407	20 60 40	4	10 1447 40	130 170 40	5	70 1357 30	70 10 10	6	40 690 10	20 1247 230
	110 60 110	1245 10		70 430 40	70 985 100		60 30 40	1075 10		90 110 40	10 885 40		100 10 100	70 845 40	240 584 370	130 580 10	

7	110 680 545 52	72 821 431 50	7		
	100 251 193 20	350 710 61 70			

8	70 60 10	80 620 32
	180 920 210	150 170 19

9	150 961	
	30 150	220 1091

10	581 130	200 56
		1111 122

11	80 749 270	160 90 80
	90 260	20 432 80

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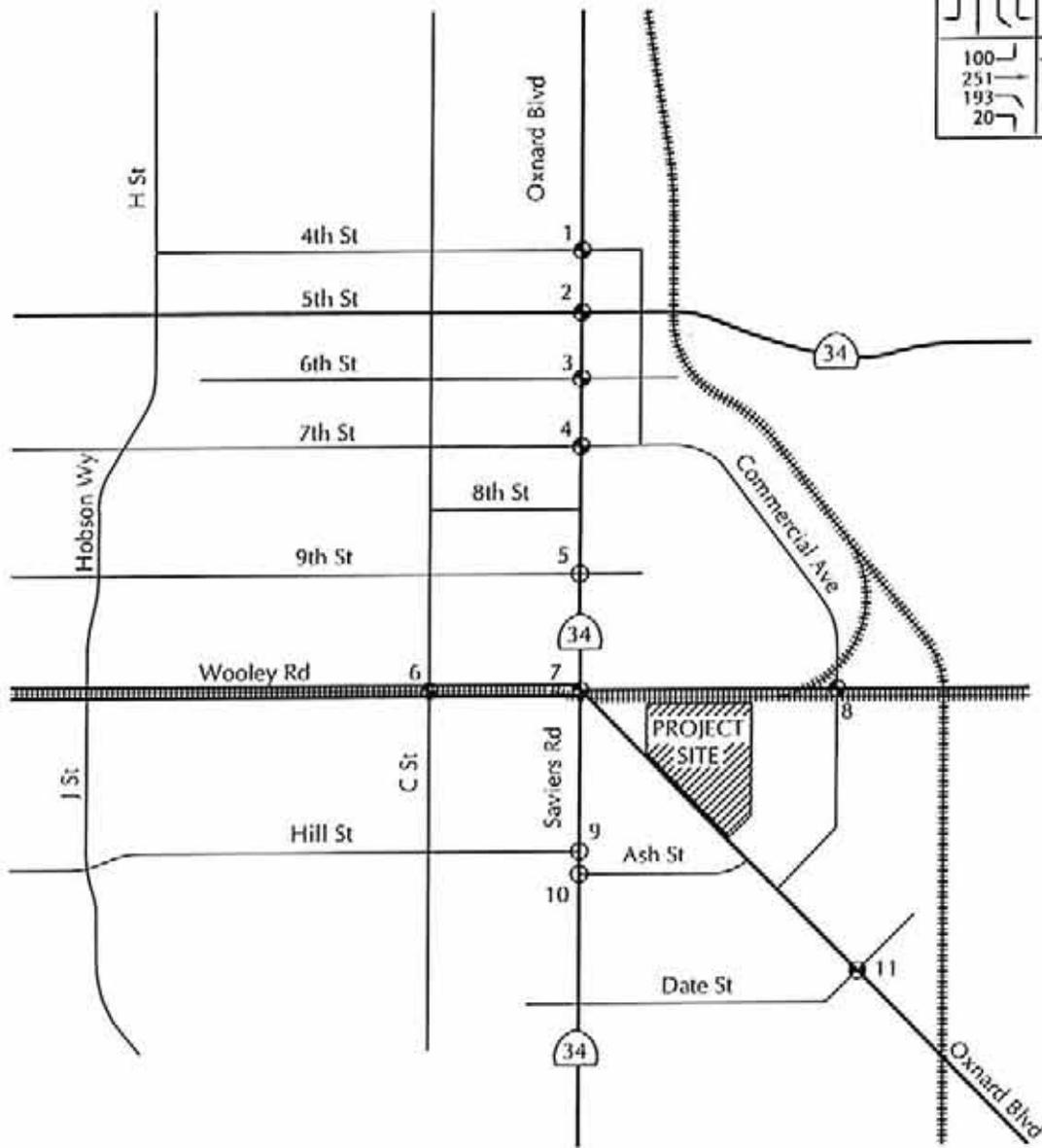
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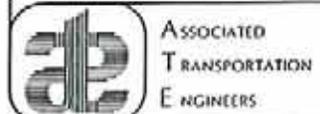
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- LEGEND**
- XX - Peak Hour Volume
  - J - Traffic Direction
  - ⊗ - Signalized Intersection
  - - Unsignalized Intersection

N  
NOT TO SCALE



GENERAL PLAN BUILDOUT + PROJECT  
ALTERNATIVE 2 P.M. PEAK HOUR VOLUMES

FIGURE 13b

JSL #06032.01



**Table 8  
General Plan Buildout + Project P.M. Peak Hour Levels of Service**

Intersection	P.M. Peak Hour			
	General Plan Buildout	General Plan Buildout + Project	ICU/Delay Increase	Impact
	ICU-Delay/LOS	ICU/Delay/LOS		
Oxnard Blvd/4 <sup>th</sup> Street	0.60/LOS A	0.61/LOS B	0.011	No
Oxnard Blvd/5 <sup>th</sup> Street	0.70/LOS B	0.71/LOS C	0.014	No
Oxnard Blvd/6 <sup>th</sup> Street	0.55/LOS A	0.56/LOS A	0.015	No
Oxnard Blvd/7 <sup>th</sup> Street	0.74/LOS C	0.75/LOS C	0.014	No
Oxnard Blvd/9 <sup>th</sup> Street	6.2 sec/LOS A	7.5 sec/LOS A	1.3 sec	No
Wooley Road/C Street	0.72/LOS C	0.72/LOS C	0.004	No
<b>Oxnard Blvd/Saviors Road/Wooley Road By Alternative</b>				
1 Four Leg	0.70/LOS B	0.71/LOS C	0.015	No
1 Oxnard Blvd/Wooley Rd Offset	0.66/LOS B	0.68/LOS B	0.021	No
2 Five Leg	0.95/LOS E	0.95/LOS E	0.005	No
3 Right-Turn Only	0.97/LOS E	0.99/LOS E	0.016	No
<b>Buildout and Project-Added Traffic Re-Distributions By Alternative</b>				
1 Wooley Road/Commercial Avenue	0.48/LOS A	0.49/LOS A	0.002	No
2 Wooley Road/Commercial Avenue <sup>(a)</sup>	0.48/LOS A	0.49/LOS A	0.000	No
3 Wooley Road/Commercial Avenue <sup>(b)</sup>	0.73/LOS C	0.74/LOS C	0.015	No
1 Saviers Road/Hill Street	6.6 sec/LOS A	7.7 sec/LOS A	1.1 sec	No
2 Saviers Road/Hill Street <sup>(a)</sup>	6.6 sec/LOS A	6.6 sec/LOS A	0.0 sec	No
3 Saviers Road/Hill Street <sup>(b)</sup>	8.9 sec/LOS A	10.6 sec/LOS B	1.7 sec	No
1 Saviers Road/Ash Street	6.8 sec/LOS A	27.6 sec/LOS D	20.8 sec	Yes
2 Saviers Road/Ash Street <sup>(a)</sup>	6.8 sec/LOS A	18.3 sec/LOS C	11.5 sec	No
3 Saviers Road/Ash Street <sup>(b)</sup>	69.2 sec/LOS F	139.6 sec/LOS F	70.4 sec	Yes
Oxnard Blvd/Date St	0.56/LOS A	0.57/LOS A	0.004	No

<sup>(a)</sup> Project Traffic Distribution Changes

<sup>(b)</sup> Baseline Traffic Distribution Changes

The data in Table 7 show that the project would not generate cumulative impacts at the study-area intersections during the A.M. peak hour based on the City's traffic impact thresholds. Table 8 shows that the project would impact the Saviers Road/Ash Street intersection under Alternatives 1 and 3 during the P.M. peak hour period based on the City's thresholds.

#### SITE ACCESS AND CIRCULATION

As shown on the project site plan (Figure 2), access to the residential and retail components of the project would be via three driveways on Oxnard Boulevard. A system of neighborhood streets (36 foot width) and alleyways (25 foot width) would provide direct access to each residential unit and its attached parking garage. Parking stalls would be provided on the neighborhood streets and prohibited on alleyways. The proposed system would provide adequate circulation through the project site. The retail component of the project would front Oxnard Boulevard and would be accessed via project driveways on Oxnard Boulevard.

The community park component of the project is accessed via an existing alleyway on Wooley Road. It should be noted that this access requires crossing an active railroad right-of-way which is adjacent to the projects Wooley Road frontage. The project should provide appropriate pedestrian and vehicular railroad crossing warning signs. Secondary access would be provided to the residential component via the park access road.

The project would be required to dedicate the right-of-way for an 8-foot wide bike lane on Oxnard Boulevard along the project's frontage. The project would not be required to construct the full street improvement on Oxnard Boulevard. The project would also be required to dedicate the right-of-way along the project's Wooley Road frontage for a pedestrian walkway allowing access to the public park. It should be noted that the City has adopted track re-alignment plan 72-21a for Wooley Road.

## PARKING ANALYSIS

### City of Oxnard Zoning Ordinance Parking Requirements

The City's Zoning Ordinance parking requirements were calculated for the project as shown below in Table 9.

**Table 9**  
**City Zoning Ordinance Parking Requirements**

Land Use	Units/Size	Zoning Ordinance Requirement	Parking Requirement	Parking Provided
Single Family Residential	56 units	2.0 spaces/unit	112 spaces	112 spaces
Condo/Townhouse	134 units	2.0 spaces/unit 1.0 guest space/first 30 units 0.5 guest space/remaining units	268 spaces 30 spaces <u>52 spaces</u> 350 spaces	268 spaces <u>107 spaces</u> 375 spaces
Retail	17,821 sq.ft.	1.0 space/300 sq.ft.	59 spaces	17 spaces
Total Parking Spaces:			521 spaces	504 spaces

The data presented in Table 9 indicate the City's Zoning Ordinance parking requirement for the proposed project is 521 parking spaces. This parking requirement would not be satisfied by the 504 on-site parking spaces provided.

## Project Parking Demand

Parking demand estimates were developed for the project based on the parking rates presented in the following source documents:

- o Parking Generation Report, Institute of Transportation Engineers (ITE).
- o Shared Parking Report, Urban Land Institute (ULI).
- o Recommended Zoning Ordinance Provisions for Parking and Off-Street Loading Spaces, Parking Consultants Council/National Parking Association.

**Table 10**  
**Weekday Parking Demand**

Land Use	Units/Size	ITE Parking Weekday Demand	Parking Demand	Parking Provided
Single Family Residential	56 units	1.83 spaces/unit	102 spaces	112 spaces
Condo/Townhouse	134 units	1.83 spaces/unit	245 spaces	268 spaces
Retail	17,821 sq.ft.	3.8 space/1,000 sq.ft.	68 spaces	17 spaces
Total Parking Spaces:			415 spaces	504 spaces

The data presented in Table 10 indicate that the estimated weekday parking demand for the proposed project is 415 parking spaces, assuming that all of the peak demands occur simultaneously. The estimated parking demand would be satisfied by the 504 on-site parking spaces provided.

The data presented in Table 11 illustrates the weekday hourly parking demands for the Gateway Walk development. The weekday hourly parking demand estimates calculated for the parcel were based on the rates derived from the referenced sources.

**Table 11  
Project Estimated Weekday Parking Demands**

Hour of Day	Retail	Residential	Total Parking
6:00 A.M.	0	348	348
7:00 A.M.	5	302	307
8:00 A.M.	12	275	287
9:00 A.M.	28	254	282
10:00 A.M.	46	236	282
11:00 A.M.	59	205	264
12:00 Noon	66	209	275
1:00 P.M.	68	205	273
2:00 P.M.	66	209	275
3:00 P.M.	64	212	276
4:00 P.M.	59	229	288
5:00 P.M.	53	268	321
6:00 P.M.	47	296	343
7:00 P.M.	50	327	377
8:00 P.M.	49	334	383
9:00 P.M.	41	341	382
10:00 P.M.	22	344	366
11:00 P.M.	9	348	357
12:00 Midnight	0	348	348

The data presented in Table 11 illustrates the hourly parking demands for the mixed-use project. The estimated parking demand for the retail and residential components can be accommodated by the on-site parking spaces. The parking provided on the site will satisfy the parking demand for the mixed-use site based upon the ULI Shared Parking and the ITE Parking Generation data with the provision that the 107 guest parking spaces are available/designated for use by the retail element of the project during regular business hours.

#### PROJECT IMPACT MITIGATIONS

##### Existing + Pending Projects + Project

The existing + pending projects + project analyses indicates that the project would not exceed the City's thresholds. Therefore, no mitigations are required of the project under this scenario.

## General Plan Buildout + Project

The General Plan + project analysis indicates that the project would exceed the City's traffic impact thresholds at the Saviers Road/Ash Street intersection under Alternatives 1 and 3. To mitigate the project impacts to the Saviers Road/Ash Street intersection, traffic signals would need to be installed at both Saviers Road/Ash Street and Saviers Road Hill Street, due to the close spacing between intersections. An alternative mitigation would be to close the median and restrict turning movements to right-in and right-out at Ash and Hill Streets. The project would be required to pay its pro-rata share of cumulative mitigation costs of 7%.

## REFERENCES AND PERSONS CONTACTED

### Associated Transportation Engineers

Scott A. Schell, AICP, Principal Transportation Planner  
Dan L. Dawson, Supervising Transportation Planner  
Darryl F. Nelson, Senior Transportation Planner  
Justin S. Link, Transportation Engineer  
Jonathan Bingham, Traffic Technician

### References

Highway Capacity Manual, Transportation Research Board, National Research Council, 2000.

Trip Generation Manual, Institute of Transportation Engineers, 7th Edition, 2003.

Traffic Generators, San Diego Association of Governments, April 2002.

Threshold Guidelines, City of Oxnard, 1995.

Resolution No. 10,418, City of Oxnard, 1992.

### Persons Contacted

Ed Hipolito, City of Oxnard  
Chandra Pesheck, The Olson Company

## TECHNICAL APPENDIX

### CONTENTS:

LEVEL OF SERVICE DEFINITIONS

TRAFFIC COUNT DATA

OXNARD TRAFFIC MODEL DATA

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

- Reference 1 – Oxnard Boulevard/4<sup>th</sup> Street
- Reference 2 – Oxnard Boulevard/5<sup>th</sup> Street
- Reference 3 – Oxnard Boulevard/6<sup>th</sup> Street
- Reference 4 – Oxnard Boulevard/7<sup>th</sup> Street
- Reference 5 – Oxnard Boulevard/9<sup>th</sup> Street
- Reference 6 – C Street/Wooley Road
- Reference 7 – Oxnard Boulevard/Saviers Road/Wooley Road
- Reference 8 – Commercial Avenue/Wooley Road
- Reference 9 – Saviers Road/Hill Street
- Reference 10 – Saviers Road/Ash Street
- Reference 11 – Oxnard Boulevard/Date Street

WEEKDAY PARKING DEMAND CALCULATIONS



February 10, 1999

RCC Consultants, Inc.  
3158 Red Hill Avenue, Suite 260  
Costa Mesa, CA 92626

Dear Sir or Madam:

**Subject: Electromagnetic Radiation Report (PageNet - 1280 S. Oxnard Blvd)**

The city of Oxnard has requested that PageNet provide information on electromagnetic radiation from this site and state whether the antenna emissions are within the applicable federal regulation for maximum human exposure levels.

I, Yared Alemayehu, Senior RF Engineer, from LCC International has been retained on behalf of PageNet and RCC Consultants, Inc. to provide the city of Oxnard with the following information.

The following is a brief description of the configuration of the PageNet site at 1280 S. Oxnard Blvd.:

<b>Address:</b>	1280 S. Oxnard Blvd
<b>Coordinates:</b>	34-11-17N, 119-10-27W
<b>Radiation Center:</b>	135 feet (AGL)
<b>Frequency:</b>	940 MHz (Transmit); 901 MHz (Receive)
<b>Antenna Type:</b>	Andrew PG1 <sup>+</sup> -OF-0090-310 (Transmit Only) Andrew PG1 <sup>+</sup> -OF-0090-310 (Receive Only)
<b>ERP:</b>	<600 Watts

The FCC has provided direction for determining compliance in the Office of Engineering and Technology Bulletin No. 65, "Evaluating Compliance With FCC-Specified Guidelines for Human Exposure to Radiofrequency Electromagnetic Fields," dated August 1997. The thresholds for exposures of unlimited duration to radio frequency energy for the frequency mentioned above are 3.13 mW/cm<sup>2</sup> for the Occupational Limit and 0.63 mW/cm<sup>2</sup> for the Public Limit.

Therefore, the "worst case" or conservative prediction for the antenna configuration of the Oxnard site described above and five meters (@16 ft) away from the antenna is 0.31 mW/cm<sup>2</sup>. This value is 50% of the applicable public exposure limit.

Sincerely,

A handwritten signature in black ink, appearing to read 'Yared Alemayehu'.

Yared Alemayehu  
Senior RF Engineer

JN2005-114  
MR171

September 6, 2005

Mr. Henry Wang  
The Olson Company  
333 N. Lantana, Suite 277  
Camarillo, CA 93010

**SUBJECT: ACOUSTICAL ANALYSIS  
Wooley & Oxnard, Oxnard, California**

Dear Henry:

Enclosed are copies of our acoustical analysis for the Wooley & Oxnard site in Oxnard, California.

The results of the analysis indicate that the project will comply with the requirements of the California Administrative Code (Title24) as enforced by the City of Oxnard with STC 29 windows and glass doors in the first row of units facing Wooley Road and the Railroad and also in the first row of units facing Oxnard Blvd.

The analysis we have completed is intended only to satisfy the environmental requirements of the plan check agency. We assume no responsibility for details of construction or final noise levels following completion of the proposed project. We are responsible only for the accuracy of our calculations. No other guarantees or assurances are given or implied.

If you have any questions concerning the enclosed report, please call me. It has been a pleasure working with you on this project.

**RECEIVED**

DEC 14 2006

PLANNING DIVISION  
CITY OF OXNARD

Mr. Henry Wang  
The Olson Company

September 6, 2005  
Page Two

Sincerely,

**DAVY & ASSOCIATES, INC.**

Bruce A. Davy, P.E.  
President

BD/jr

Enclosure

JN2005-114  
MR171

## **ACOUSTICAL ANALYSIS**

Wooley & Oxnard  
Oxnard, California

**FOR**

The Olson Company  
Camarillo, California

September, 2005

## 1.0 Introduction

At the direction of **The Olson Company and Davy & Associates, Inc.** has completed an acoustical analysis of the Wooley & Oxnard project in Oxnard, California.

The California Administrative Code (Title 24) as enforced by the City of Oxnard specifies maximum allowable interior noise levels of CNEL 45 for all habitable spaces in residential buildings where exterior noise from transportation sources exceeds CNEL 60. Interior noise levels were calculated. Noise levels in all habitable rooms will be less than CNEL 45 for the project with the mitigation recommended in Section 4.0 of this report.

CNEL (Community Noise Equivalent Level) is a 24-hour averaged noise level with a 5 dB upward shift for noise levels occurring between 7:00 p.m. and 10:00 p.m. and also a 10 dB upward shift of noise levels occurring between 10:00 p.m. and 7:00 a.m. the next day.

Section 2.0 of this report contains the results of measurements and calculations of the future exterior noise environment at the site to determine compliance with these requirements.

Section 3.0 of this report discusses railroad noise impacts.

Section 4.0 discusses construction recommendations and Section 5.0 of this report contains the requirements of the State Building Code concerning ventilation.

It should be emphasized that construction practices may degrade the calculated acoustical performance of walls or wall/window assemblies, thereby resulting in higher interior noise levels. Additionally, calculations included in this report are based on acoustical performance data published by independent testing laboratories. Interior noise levels have been predicted in accordance with generally accepted acoustical consulting practice, good construction techniques, and available transmission loss data. The calculated results are also based on strict compliance with all assumptions listed in Section 4.0 of this report.

## **2.0 Exterior and Future Acoustical Environment**

Environmental noise levels were monitored at the site on August 25, 2005 between the hours of 2:30 p.m. and 3:30 p.m. The location of the site is shown in Figure 1.

Noise levels at the site are dominated by traffic on Wooley Road to the north. There is also a Ventura County Railroad line to the north of the site. This Railroad line carries only freight trains. Noise levels at the southern portion of the site are dominated by traffic on Oxnard Blvd. No other significant sources of noise were noted during the site visit.

Environmental noise levels were measured with a precision integrating LD 820 sound level meter that had been calibrated with a B&K 4230 Acoustical Calibrator immediately prior to use. The sound level meter measures and displays the equivalent noise level (LEQ), as well as the maximum and the minimum noise levels during the measurement period. Copies of the analysis of the acoustical data are attached.

The data thus collected were analyzed to determine the CNEL levels at the measurement locations. The CNEL values were determined by measuring the equivalent noise level (LEQ) directly, and then calculating the equivalent noise level for each of the other 23 hours in the day.<sup>1</sup> This CNEL approach has been utilized extensively. The accuracy of this procedure has been established with automatic 24-hour measurements at the same location. The procedure has always been within acceptable accuracy limits. The results of the monitoring and calculations are summarized below in Table 1.

Table 1

<b>Measured Ambient Noise Levels in dB</b>		
<b><u>Location</u></b>	<b><u>Peak Hour LEQ</u></b>	<b><u>CNEL</u></b>
N Property Line	66.5 dB	67.5 dB
SW Property Line	66.8	67.8

<sup>1</sup> See, for example, "Insulation of Buildings Against Highway Noise," Bruce Davy and Steven Skale, Federal Highway Administration FHWA-TS-77-202.

Section 3501.(c) of the State Building Code states the following:

Worst-case noise levels either existing or future, shall be used as the basis for determining compliance with this Section. Future noise levels shall be predicted for period of at least 10 years from the time of building permit application.

CALTRANS, Division of Traffic Operations publishes an annual traffic volume book that contains previous traffic trends. The 2000 traffic volumes on the California State Highway System Book (the latest edition available) lists an average annual increase of 1.9% per year in annual traffic volumes for the last 5 years. Assuming that this annual growth of 1.9% would hold for this site, it was projected that traffic volumes would increase by a factor 1.1 by the year 2015. This traffic volume increase over the next 10 years would result in a 0.9 dB traffic noise increase. Therefore, the projected future year noise levels would increase to the values listed in Table 2.

Table 2

**2015 Ambient Noise Levels in dB**

<u>Location</u>	<u>CNEL</u>
N Property Line	68.4 dB
SW Property Line	68.7

With the exterior CNEL value of 68.7 dB, the buildings must provide an A-Weighted noise reduction 23.7 dB to achieve an interior CNEL 45 value.

Standard construction consisting of 2x4 studs with R-11 insulation, exterior stucco, interior gypboard, and standard glazing provides a minimum A-weighted noise reduction of 20 dB.

If all north facing and southwest facing windows and glass doors in the first row of buildings closest to Wooley Road and Oxnard Blvd are glazed with STC 29 glazing, the noise reduction in the buildings will be approximately 29 dB.

This means that with the use of standard construction and STC 29 glazing in all north facing and southwest facing windows and glass doors, interior levels from vehicular traffic will not exceed CNEL 45.

### 3.0 Railroad Noise Impact

Noise measurements were made at a distance of 34 feet on the south side of the railroad during a freight train pass-by. The results of these measurements are summarized in Table 3.

Table 3

**Train Pass-by Maximum Noise Levels in dB**

<u>Location</u>	<u>LMAX</u>
34 feet	90 dBA

Mr. Doug Verity of the Ventura County Railroad (805-488-7467) was contacted on September 1, 2005. He stated that this rail line carries 2 freight trains per day between 12:00 p.m. and 6:00 p.m.

The train movement data for freight trains, was utilized to calculate the CNEL values at the closest building at 34 feet. The results of this analysis are summarized in Table 4.

Table 4

**Calculated CNEL Noise Levels in dB  
For Freight Trains**

<u>Location</u>	<u>CNEL</u>
Closest Bldg.	61 dB

With the exterior CNEL value of 61 dB, the buildings must provide an A-Weighted noise reduction 16 dB to achieve an interior CNEL 45 value.

If all north facing windows and glass doors in the first row of units closest to the Railroad are glazed with STC 29 glazing, the noise reduction in the buildings will be approximately 29 dB.

This means that with the use of standard construction and STC 29 glazing in all north facing windows and glass doors in the first row of units closest to the Railroad, interior levels from freight trains will not exceed CNEL 45.

## **4.0 Construction Recommendations**

- 4.1 Roof ceiling construction will be roofing on 1/2" plywood. Batt insulation will be installed in joist spaces. The ceilings will be one layer of 1/2" gypboard nailed direct.
- 4.2 All exterior walls will be 2x4 studs 16" o.c. with batt insulation in the stud spaces. Exteriors will be exterior plaster or stucco.
- 4.3 All north and southwest facing windows and glass doors in the first row of units closest to Wooley Road and Oxnard Blvd shall be glazed with STC 29 assemblies.
- 4.4 All entry doors should be 1-3/4" solid core flush wood doors with vinyl bulb weather stripping on the sides and top. Panel doors with panels less than 1-3/4" should not be accepted. Glazing in entry doors should not be accepted.
- 4.5 There should be no mail slots in the entry doors.

## **5.0 Ventilation Requirements**

The California Noise Insulation Standards (Title 24) states the following paragraph concerning ventilation:

"If interior allowable noise levels are met by requiring that windows be un-openable or closed, the design for the structure must also specify a ventilation or air-conditioning system to provide a habitable interior environment. The ventilation system must not compromise the dwelling unit or guest room noise reduction."

With windows open, typical noise reduction values will be in the 12 dB range. This means that a ventilation system must be provided for all habitable rooms. This can normally be supplied with an FAU (forced air unit) with a summer switch. Outside air intake must be in compliance with the Uniform Building Code.

---

Bruce A. Davy, P.E.  
Davy & Associates, Inc.  
I.N.C.E. Board Certified

## SITE MONITORING NOISE ANALYSIS

JN2005-114  
MR171

PROJECT: WOOLEY & OXNARD  
LOCATION: SOUTHWEST PROPERTY LINE  
TEST DATE: AUGUST 25, 2005

START TIME: 3:00 P.M.  
END TIME: 3:30 P.M.

EQUIPMENT USED: LD 820 SLM  
1/2" RANDOM INCIDENCE MIC  
WINDSCREEN  
B&K 4230 CALIBRATOR  
TRIPOD  
WIND SPEED INDICATOR  
MICRONTA THERMOMETER/HYGROMETER

TEMPERATURE: 82°f  
RELATIVE HUMIDITY: 60%  
WIND: 0-2 mph

LEQ:	66.8	L90:	55.5
LMAX:	80.7	L50:	61.5
LMIN:	52.6	L25:	65.0
CNEL:	67.8	L8:	68.3
LDN:	67.8	L2:	75.1
		L1:	78.1

**DAVY  
& ASSOCIATES, INC.**  
*Consultants in Acoustics*

## SITE MONITORING NOISE ANALYSIS

JN2005-114  
MR171

PROJECT: WOOLEY & OXNARD  
LOCATION: NORTH PROPERTY LINE  
TEST DATE: AUGUST 25, 2005  
START TIME: 2:30 P.M.  
END TIME: 3:00 P.M.

EQUIPMENT USED: LD 820 SLM  
1/2" RANDOM INCIDENCE MIC  
WINDSCREEN  
B&K 4230 CALIBRATOR  
TRIPOD  
WIND SPEED INDICATOR  
MICRONTA THERMOMETER/HYGROMETER

TEMPERATURE: 82°f  
RELATIVE HUMIDITY: 60%  
WIND: 0-2 mph

LEQ:	66.5	L90:	52.9
LMAX:	83.3	L50:	61.6
LMIN:	51.1	L25:	66.0
CNEL:	67.5	L8:	69.1
LDN:	67.5	L2:	73.1
		L1:	74.8

**DAVY  
& ASSOCIATES, INC.**  
*Consultants in Acoustics*

Date: May 30, 2007

From: Mr. Bill McReynolds  
The Olson Company  
3020 Old Ranch Parkway, suite 400  
Seal Beach, CA 90740

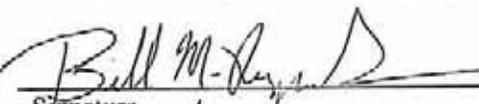
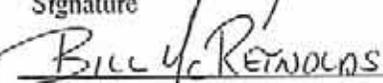
RE: Initial Study and Mitigated Negative Declaration (MND#07-05)  
Planning and Zoning Permit No. 05-620-07, PZ 05-540-05, PZ 05-570-04, and PZ 05-300-29

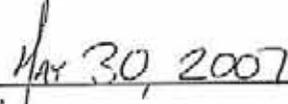
To: Planning Division Manager

Pursuant to Section 15070 (Negative or Mitigated Negative Declaration Process) of the State Guidelines implementing the California Environmental Quality Act, I/we, acting as agents for the property owner/developer, hereby agree to all of the following:

- 1) The draft initial study identifies potentially significant effects from the project, but the study also identifies mitigation measures that would avoid or mitigate the effects to a level where clearly no significant effects would occur;
- 2) The mitigation measures are hereby incorporated into the project prior to releasing the draft initial study and mitigated negative declaration for public comment;
- 3) I/we agree to the mitigation measures as necessary to avoid or mitigate significant effects that would otherwise arise from the project. I/we accept the mitigation measures included in the draft initial study and have resolved all questions and concerns regarding the mitigation measures;
- 4) If during the public comment period and/or decision-making process, substitute or additional mitigation measures are proposed, the appropriate process must take place for determining whether or not to substitute or apply additional measures;
- 5) This agreement is binding upon the applicant for this project and any successors in interest or assignees.

This acknowledgment is binding upon the applicant and any successors in interest or assignees:

  
\_\_\_\_\_  
Signature  
  
\_\_\_\_\_  
Print Name

  
\_\_\_\_\_  
Date  
  
\_\_\_\_\_  
Title

*This acknowledgment is to be attached to the draft initial study and mitigated negative declaration for the project and then released for the applicable public comment period.*

# Attachment C

## Gateway Walk

### Entitlements:

PZ 05-570-4 (Zone Change)

PZ 05-540-5 (Special Use Permit for a Planned Residential Group)

PZ 05-300-29 (Tentative Subdivision Map and Alley Vacation)

PZ 05-620-7 (General Plan Amendment)

### Project Summary:

#### Corrections to attached site plan "Project Summary":

<i>Total Gross Area:</i>	13.68 Acres
Gross Mixed-Use/Residential/Commercial:	1.48 Acres
Total Park Area:	1.48 Acres
Commercial Square footage:	7,124 sq.ft., plus live-work "work" space
 <i>Gross Density:</i>	 13.9 Homes/Acre
 <i>Parking Summary:</i>	
Garage:	380 Spaces (2/home)
R3 Guest:	89 spaces
C2:	19 spaces (includes 2 handicapped spaces)

# Gateway

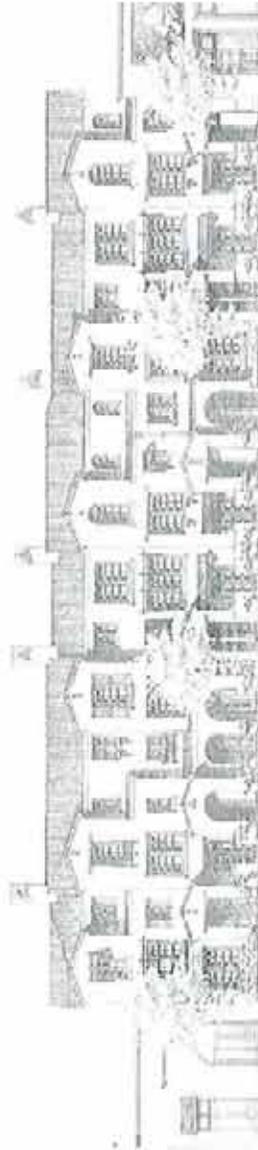
# Walk

OXNARD, CALIFORNIA

Planning Submitted June 13, 2007

## SHEET INDEX

- COVER SHEET
- CONCEPTUAL SITE PLAN
- 4-PLEX BUILDING AND ROOF PLANS  
(SB, 1025 Corry St Unit)
- 4-PLEX TUCKER UNDER ELEVATIONS
- 6-PLEX BUILDING AND ROOF PLANS  
(SB, 1025 Corry St Unit)
- 6-PLEX TUCKER UNDER ELEVATIONS
- 10-PLEX 3 STORY TOWNHOMES FLOOR PLANS
- 10-PLEX 3 STORY TOWNHOMES ELEVATIONS
- 12-PLEX 3 STORY TOWNHOMES FLOOR PLANS
- 12-PLEX 3 STORY TOWNHOMES ELEVATIONS
- RETAIL NETWORK STREETSCAPE
- RESIDENTIAL ONE FLOOR PLANS
- RESIDENTIAL ONE FRONT ELEVATIONS
- RESIDENTIAL ONE SPANISH EXT ELEVATIONS
- RESIDENTIAL TWO FLOOR PLANS
- RESIDENTIAL TWO ELEVATIONS
- RESIDENTIAL TWO SPANISH
- ELECTRIC EXT ELEVATIONS
- TELEPHONE TRAC MAP (TUM)



Builder:	The Chase Company	1700 N. Lombard Street, Suite 100, Oxnard, CA 93038	Bill McKeown	PR	6573 370 2024	FAX	(562) 459-5623
Architect:	William Frederick Architects, Inc.	2349 Lyford Avenue, Suite 200, Santa Ana, CA 92705	Road McVey	PR	949 242 5627	FAX	(949) 259-1029
Civil Engineer:	The Bridge Group	2842 Newport Circle, Santa Ana, CA 92705	Walter Thurn, P.E.	PR	949 337 3800	FAX	(949) 913-8718
Landscape Architect:	Profound Group, Inc.	98 Westpark Avenue, Westport, CA 93093	Jenny Jurek	PR	925 252 1961	FAX	(925) 503-1142

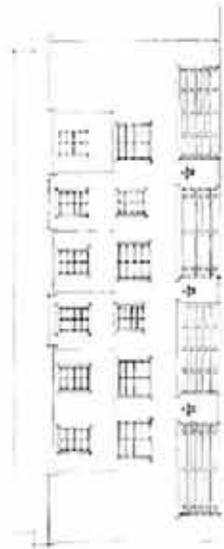








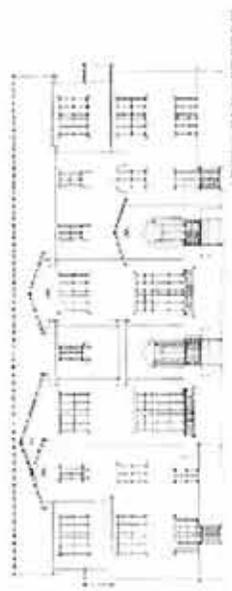
Rear Elevation



Rear Elevation



Left Elevation



Front Elevation

4 PLEX  
2 STORY TUCK-UNDER TOWNHOME  
CONCEPTUAL ELEVATIONS



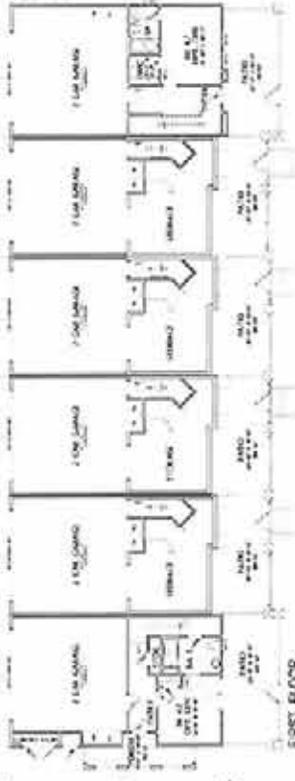
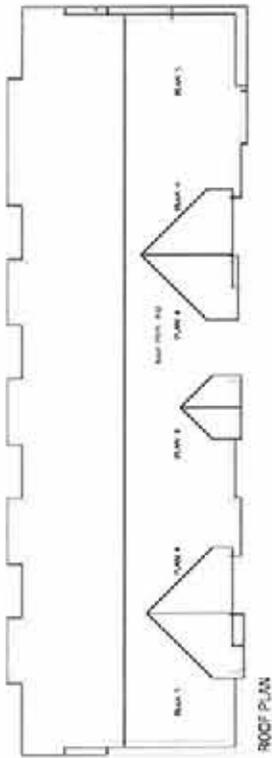
City of Oxnard

Gateway Walk

OXNARD, CALIFORNIA

WILLIAM H. HAVLACEK  
ARCHITECTURE  
10000 WILSON AVENUE, SUITE 100  
OXNARD, CALIFORNIA 93025

200703  
JMB-13, 1007

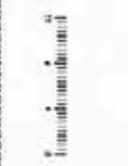


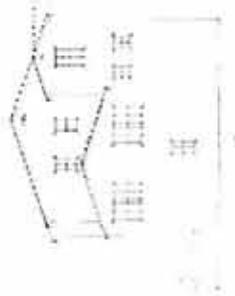
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97	97th FLOOR	1,200
98	98th FLOOR	1,200
99	99th FLOOR	1,200
100	100th FLOOR	1,200

6 PLEX  
2 STORY TUCK-UNDER TOWNHOME  
CONCEPTUAL BUILDING PLANS

Gateway Walk  
OXNARD, CALIFORNIA

2007003  
JMC 13, 2007





Front Elevation



Rear Elevation



Left Elevation



Front Elevation

6 PLEX  
2 STORY TUCK-UNDER TOWNHOME  
CONCEPTUAL ELEVATIONS

Gateway Walk

OXNARD, CALIFORNIA

1007003  
June 13, 2002







10 PLEX RIGHT ELEVATION



10 PLEX REAR ELEVATION



10 PLEX LEFT ELEVATION



10 PLEX FRONT ELEVATION

10 PLEX  
3 STORY TOWNHOME  
CONCEPTUAL ELEVATIONS

*Gateway Walk*

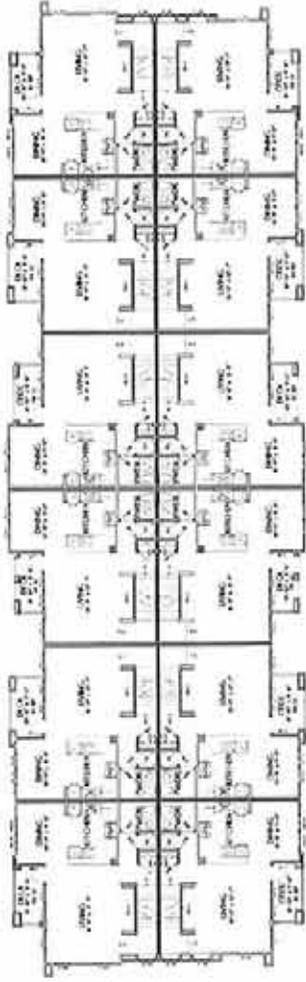
OXNARD, CALIFORNIA

2007003  
JRM 13.3007

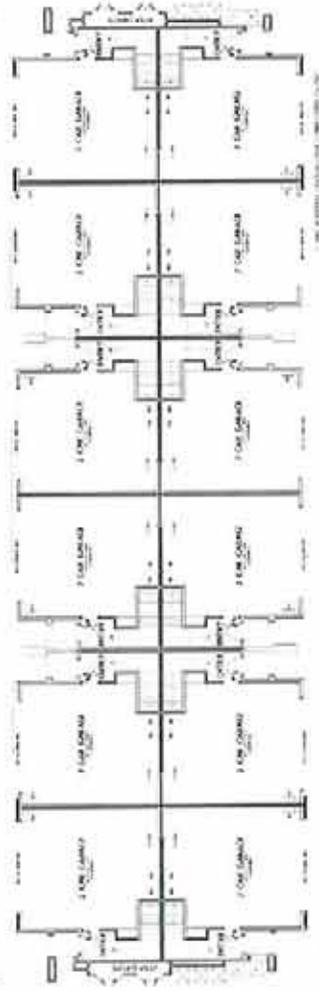


Community Development



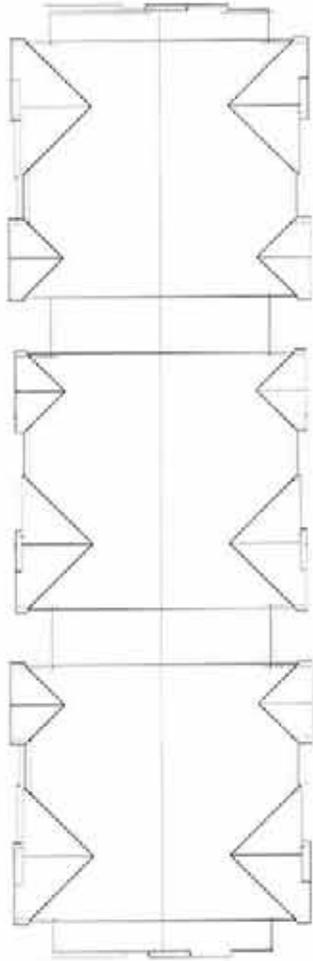


SECOND FLOOR

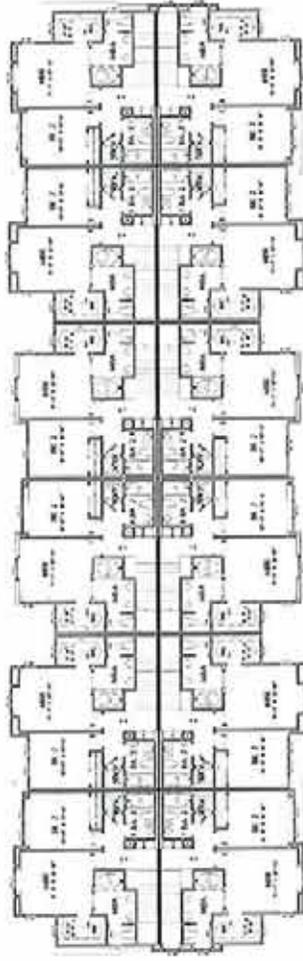


FIRST FLOOR

- SCALE
- 1" = 4'-0"
- 1/8" = 1'-0"
- 1/4" = 2'-0"
- 1/2" = 4'-0"
- 3/4" = 6'-0"
- 1" = 8'-0"
- 1 1/2" = 12'-0"
- 2" = 16'-0"
- 3" = 24'-0"
- 4" = 32'-0"
- 6" = 48'-0"
- 8" = 64'-0"
- 10" = 80'-0"
- 12" = 96'-0"
- 14" = 112'-0"
- 16" = 128'-0"
- 18" = 144'-0"
- 20" = 160'-0"
- 24" = 192'-0"
- 30" = 240'-0"
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- 144" = 1152'-0"
- 168" = 1344'-0"
- 192" = 1536'-0"
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- 270" = 2160'-0"
- 300" = 2400'-0"
- 360" = 2880'-0"
- 420" = 3360'-0"
- 480" = 3840'-0"
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- 840" = 6720'-0"
- 960" = 7680'-0"
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ROOF PLAN



THIRD FLOOR

- WALL
- DOOR
- WINDOW
- STAIR
- ELEVATOR
- MECHANICAL
- PLUMBING
- ELECTRICAL
- TELEPHONE
- TELEVISION
- REFRIGERATOR
- STOVE
- SINK
- BATH
- TOILET
- SHOWER
- CLOSET
- PANTRY
- KITCHEN
- LIVING
- BEDROOM
- HALL
- ENTRY
- TERACE
- PORCH
- STAIR
- ELEVATOR
- MECHANICAL
- PLUMBING
- ELECTRICAL
- TELEPHONE
- TELEVISION
- REFRIGERATOR
- STOVE
- SINK
- BATH
- TOILET
- SHOWER
- CLOSET
- PANTRY
- KITCHEN
- LIVING
- BEDROOM
- HALL
- ENTRY
- TERACE
- PORCH

12 PLEX  
3 STORY TOWNHOME  
CONCEPTUAL BUILDING PLANS

*Gateway Walk*

OXNARD, CALIFORNIA

3007603  
JAN 13, 2007





12 PLEX SOUTH ELEVATION



12 PLEX REAR ELEVATION



12 PLEX EAST ELEVATION



12 PLEX NORTH ELEVATION

12 PLEX  
3 STORY TOWNHOME  
CONCEPTUAL ELEVATIONS

Gateway Walk

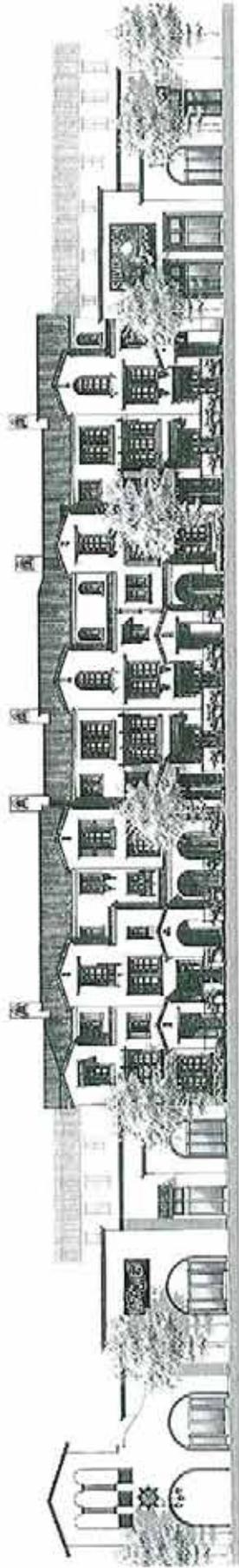
OXNARD, CALIFORNIA

2007003  
DEC 13, 2007



OXNARD CITY





© 2007 WALKER ARCHITECTS, INC.

RETAIL/LIVE WORK  
CONCEPTUAL ELEVATION

# Gateway Walk

OXNARD, CALIFORNIA



  
 WALKER ARCHITECTS  
 ARCHITECTS, INC.  
 1000 WEST OAK STREET, SUITE 100  
 OXNARD, CALIFORNIA 93030

3007003  
 JUNE 13, 2007



1,352 Total Sq. Ft.  
 3 Bedroom / 2.5 Baths / 2 Car Garage

RESIDENCE ONE  
 FLOOR PLANS

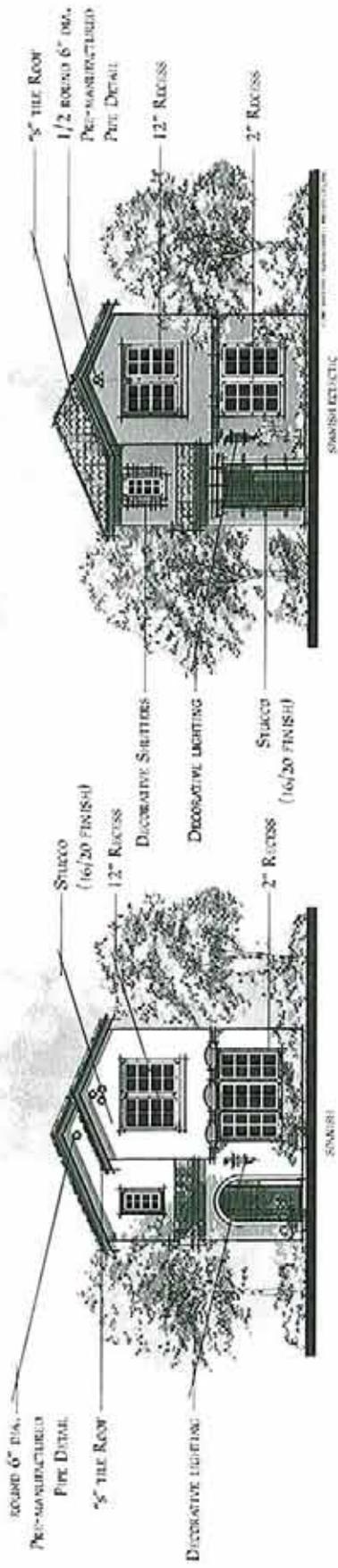
Gateway Walk

OXNARD, CALIFORNIA

1007003  
 MAY 25, 2007

18





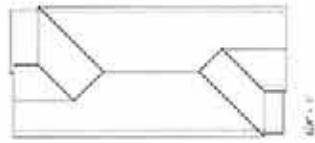
ARTIST'S CONCEPTION - FOR APPROXIMATE COLORS  
 REFER TO COLOR MATERIAL SPECIFICATIONS

RESIDENCE ONE  
 FRONT ELEVATIONS

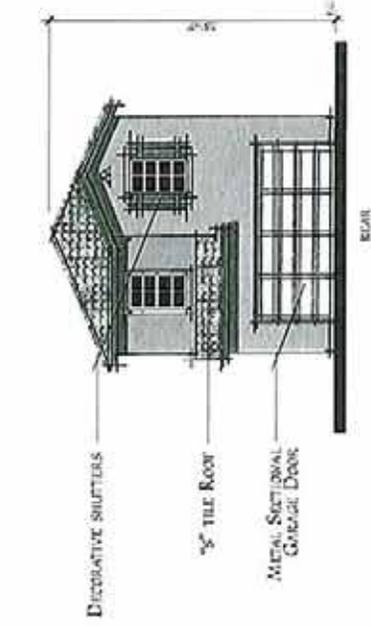
Gateway Walk  
 OXNARD, CALIFORNIA



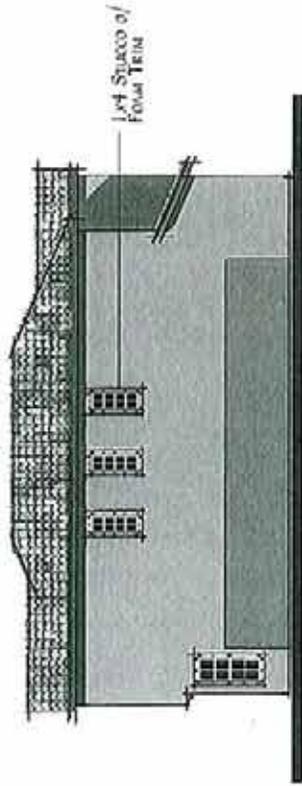




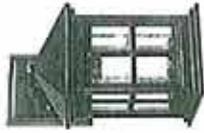
Roof Plan



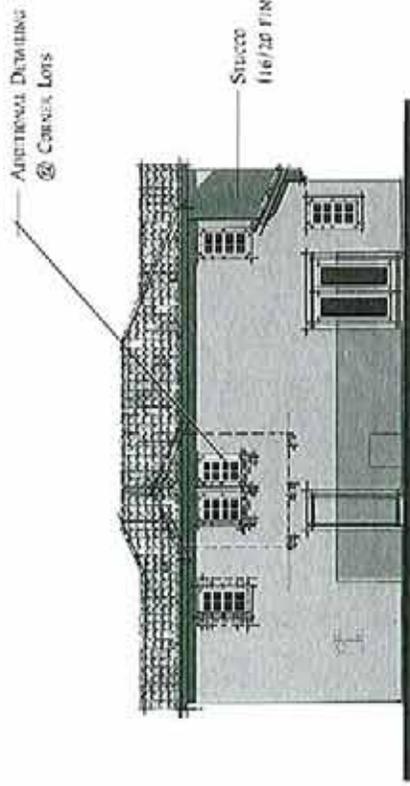
REAR



RIGHT



Architectural Drawing @ Corner Lintels



LEFT



FRONT

RESIDENCE ONE - SPANISH ECLECTIC  
EXTERIOR ELEVATIONS

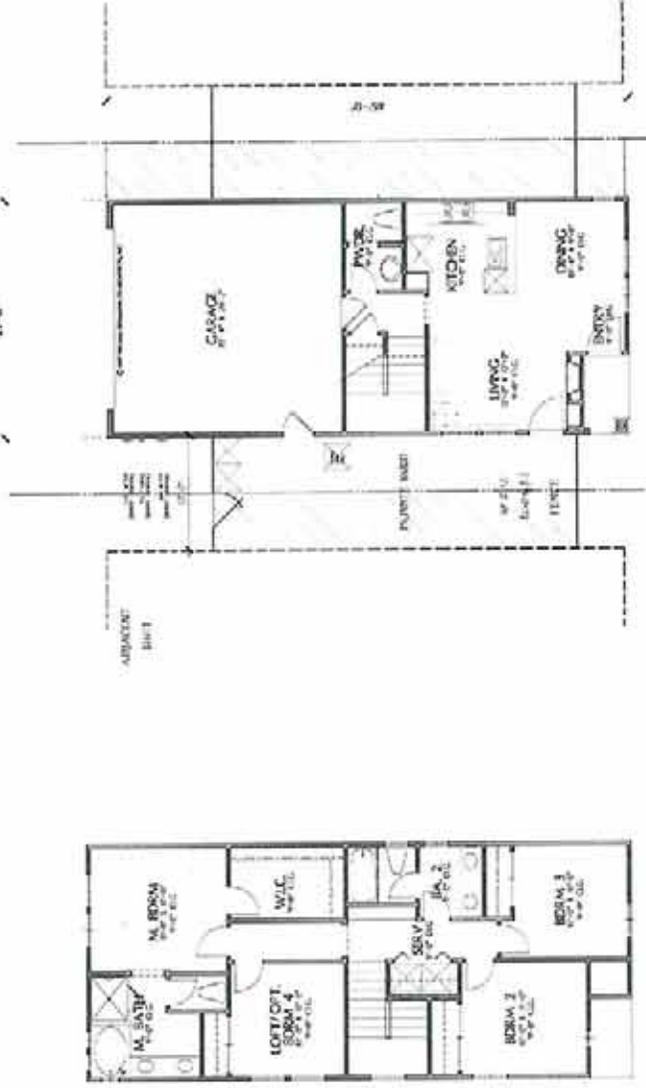
Architectural Drawings by [Firm Name]



Gateway Walk  
OXFORD, CALIFORNIA

2007003  
MAY 25, 2007  
21  
[Firm Name]

ARCHITECTURAL DRAWINGS BY [FIRM NAME]  
EXEMPT BY [REGULATION]  
ARTIST'S CONCEPTION - ONE ASSEMBLY COPY  
BACK TO ARCHITECT & FIRM NAME



1,415 Total Sq. Ft.  
 4 Bedroom / 2.5 Baths / 2 Car Garage

RESIDENCE TWO  
 FLOOR PLANS



# Gateway Walk

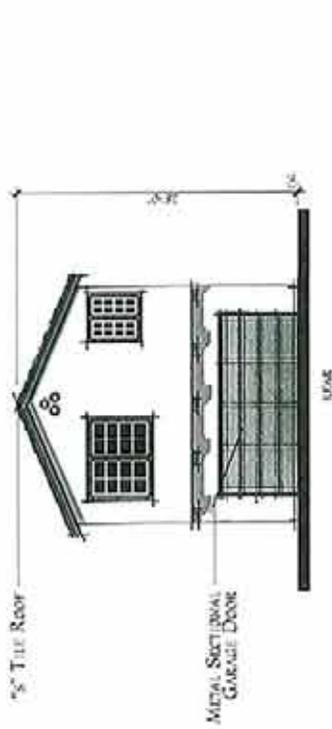
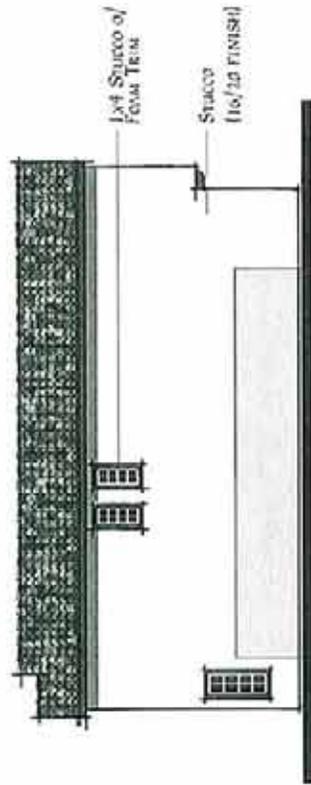
OXNARD, CALIFORNIA



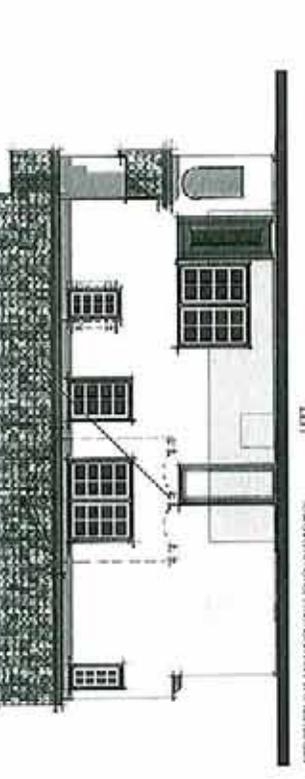




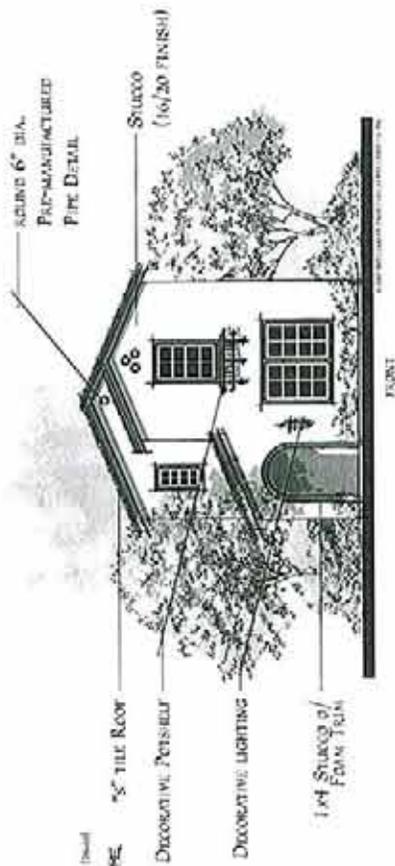
100% R.O.F.  
ROOF PLAN



100% R.O.F. (not shown here) or high water table wall finish



ADDITIONAL DETAILING  
@ CORNER LOTS



RESIDENCE TWO - SPANISH  
EXTERIOR ELEVATIONS



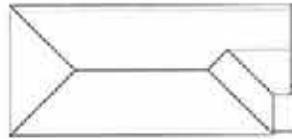
City of Oxnard  
Department of Planning & Development

Gateway Walk  
OXNARD, CALIFORNIA

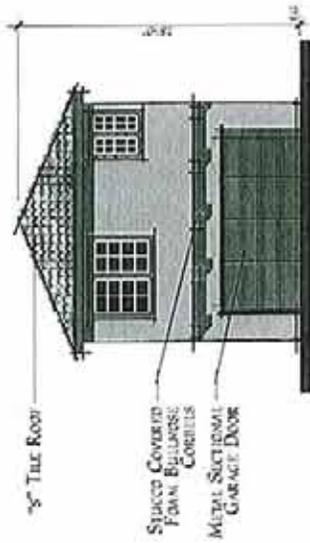
WILLIAM T. REYNOLDS ARCHITECTS  
1000 WEST OXNARD AVENUE, SUITE 100  
OXNARD, CALIFORNIA 93030  
TEL: 805.321.1111 FAX: 805.321.1112

2007003  
MAY 25, 2007

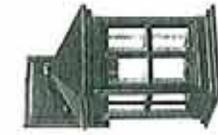
24



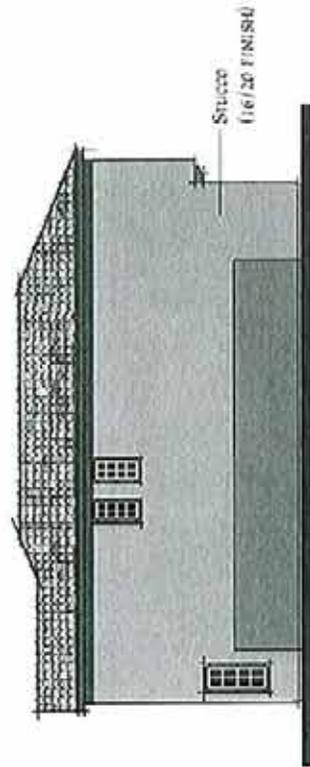
ROOF PLAN



8" TILE ROOF  
 STUCCO COVERED  
 FOAM BLOSSOM  
 CORBELLS  
 METAL STRUCTURAL  
 GARAGE DOOR



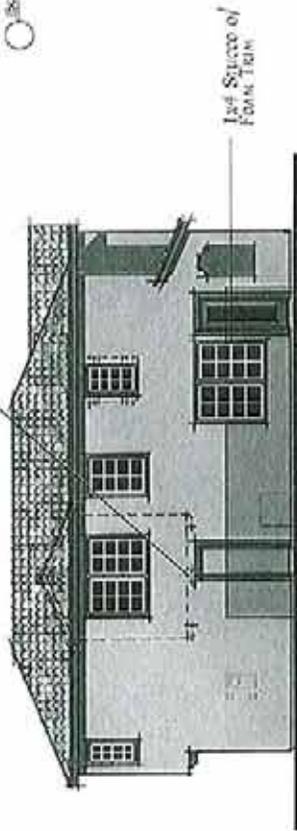
WINDOW LIGHT FIXTURE  
 WITH 1/2" HIGH RIBBED FINISH



Stucco  
 (16/20 FINISH)

RIGHT

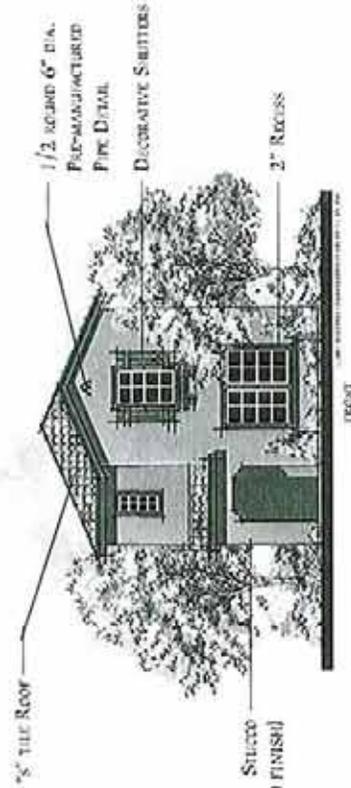
ADDITIONAL DOWLING  
 @ CORNER LOTS



1/4" STUCCO OF  
 FOAM TIE

LEFT

ARCHITECTURAL FINISHES TO BE DETERMINED BY  
 OCCUPANT AT SITE BUILDING  
 AFTER 5 CONCRETE POURS - FOR ACCURATE COLORS  
 REFER TO OWNER MATERIAL REPORTS



8" TILE ROOF  
 STUCCO  
 (16/20 FINISH)  
 1/2" SQUARE 6" DIA.  
 PRE-MANUFACTURED  
 FIRE DOWEL  
 DECORATIVE SHUTTERS  
 2" RECESS

FRONT

RESIDENCE TWO - SPANISH ECLECTIC  
 EXTERIOR ELEVATIONS

Gateway Walk

OXNARD, CALIFORNIA

2007003  
 MAY 25, 2007

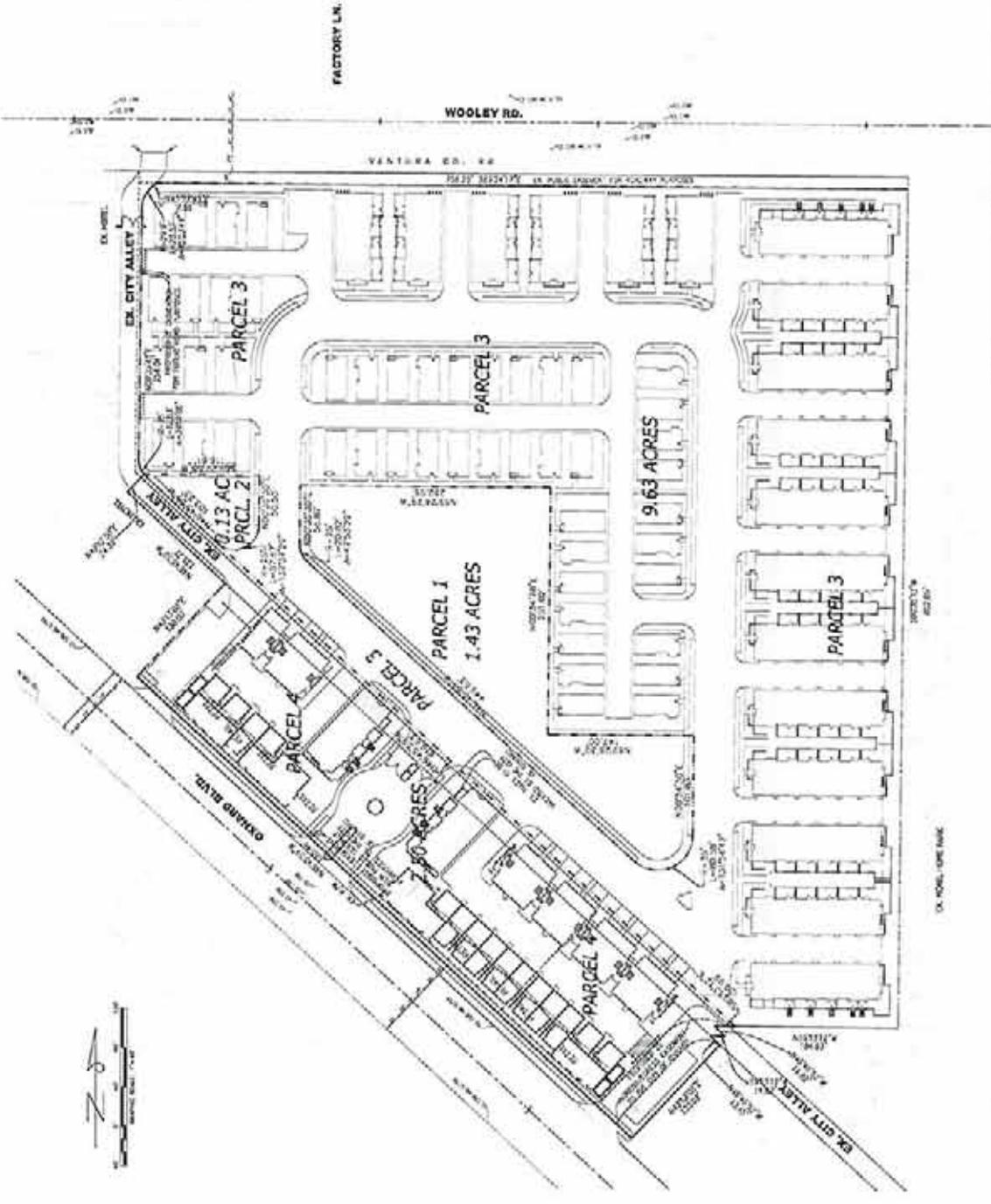
25



**LEGEND:**

- PARCEL LINE ———
- EX. PROP. LINE - - - - -
- PROPOSED PROP. LINE - - - - -
- PARCEL 1&2 PARK/CR
- PARCEL 3 MEDIUM DENSITY/CR
- PARCEL 4 CG/CR PD

NOTE: ALL DRIVEWAYS AND ROADS TO BE PRIVATE UNLESS INDICATED OTHERWISE WITH FOOTNOTES FOR PUBLIC WATERLINES.



PREPARED BY: <b>THE OLSON COMPANY</b> <small>1000 W. OXNARD BLVD. SUITE 100          OXNARD, CA 93030          TEL: 805/313-1111</small>	<b>CITY OF OXNARD</b>	SHEET NUMBER
	TENTATIVE TRACT MAP NO. 5682 (PARCEL BOUNDARIES)	1 of 1

# Attachment D

RESOLUTION NO. 2007-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING TO THE CITY COUNCIL ADOPTION OF A GENERAL PLAN AMENDMENT (PZ 05-620-07) TO CHANGE THE LAND USE MAP TO DESIGNATE PROPERTY LOCATED AT 1250 SOUTH OXNARD BOULEVARD (APN 204-0-020-26) FROM COMMERCIAL GENERAL TO MEDIUM DENSITY RESIDENTIAL AND PARK. FILED BY THE OLSON COMPANY 1701 N. LOMBARD, SUITE 100, OXNARD, CA 93030.

WHEREAS, the Planning Commission of the City of Oxnard has considered an application for Planning and Zoning Permit No. 05-620-07, filed by the Olson Company, to amend the land use map of the General Plan to designate the above described property as medium density residential and park; and

WHEREAS, the Planning Commission has held public hearings and received and reviewed written and oral comments related to proposed Planning and Zoning Permit No. 05-620-07; and

WHEREAS, the Planning Commission finds after due study and deliberation that the public interest and general welfare require adoption of Planning and Zoning Permit No. 05-620-07; and

WHEREAS, in accordance with the California Environmental Quality Act, the Planning and Environmental Services Manager provided public notice of the intent of the City to adopt a mitigated negative declaration for this project, and the Planning Commission has considered the proposed mitigated negative declaration before making its recommendation herein;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby recommends to the City Council adoption of the amendment to the General Plan, amending the 2020 General Plan Land Use Map (Figure V-5) as shown in Exhibit 'A' attached hereto and incorporated by reference.

PASSED and ADOPTED by the Planning Commission of the City of Oxnard on this 21<sup>st</sup> day of June, 2007 by the following vote:

AYES: Commissioners:

NOES: Commissioners:

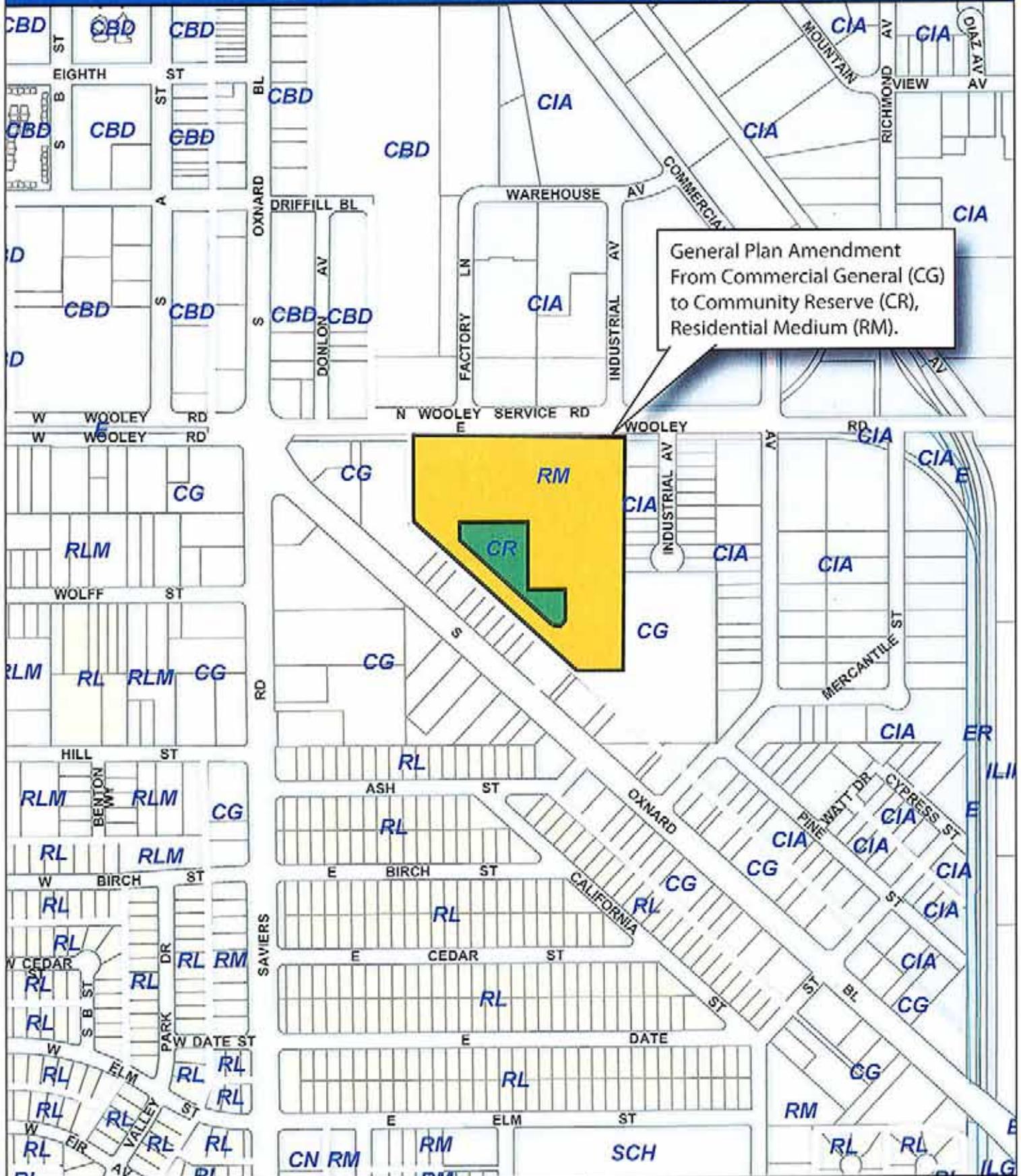
ABSENT: Commissioners:

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Dr. Sonny Okada, Chairman

ATTEST: \_\_\_\_\_  
Susan L. Martin, Secretary

# General Plan Amendment

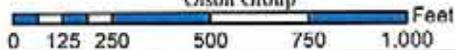


PZ 05-620-7, PZ 05-540-5, PZ 05-300-29

Location: 1250 Oxnard Bl

APN: 204002026, 204002015, 204002014, 204002021, 20400201,  
204002010, 204002009, 204002008, 204002028, 204002027, 204002005

Olson Group



General Plan Amendment

EXHIBIT

A



Oxnard Planning  
Jun 13, 2007



RESOLUTION NO. 2007-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING TO THE CITY COUNCIL ADOPTION OF A ZONE CHANGE (PZ 05-540-05), TO CHANGE THE ZONE DISTRICT FOR PROPERTY LOCATED AT 1250 SOUTH OXNARD BOULEVARD (APN 204-0-020-26), KNOWN AS GATEWAY WALK, FROM COMMERCIAL MANUFACTURING PLANNED DEVELOPMENT (C-M-PD) TO COMMUNITY RESERVE (CR) AND GARDEN APARTMENT PLANNED DEVELOPMENT (R-3-PD) AND TO CHANGE THE ZONE DISTRICT FOR ADJACENT PARCELS ON OXNARD BOULEVARD (APN'S 204-0-020-05, 08, 09, 10, 11, 14, 15, 27, and 28) FROM LIGHT MANUFACTURING (M-1) TO GENERAL COMMERCIAL PLANNED DEVELOPMENT (C-2-PD). FILED BY THE OLSON COMPANY 1701 N. LOMBARD, SUITE 100, OXNARD, CA 93030.

WHEREAS, the Planning Commission of the City of Oxnard has considered an application for Planning and Zoning Permit No. 05-540-05, filed by the Olson Company to amend the zoning of the above-described property in the 1200 block of South Oxnard Boulevard from C-M-PD to CR and R-3-PD and from M-1 to C-2-PD; and

WHEREAS, the Planning Commission has held public hearings and received and reviewed written and oral comments related to proposed Planning and Zoning Permit No. 05-540-05; and

WHEREAS, the Planning Commission finds after due study and deliberation that the public interest and general welfare require the adoption of Planning and Zoning Permit No. 05-540-05; and

WHEREAS, in accordance with the California Environmental Quality Act, the Planning and Environmental Services Manager provided public notice of the intent of the City to adopt a mitigated negative declaration for this project, and the Planning Commission has considered the proposed mitigated negative declaration before making its recommendation herein;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby recommends to the City Council adoption of Planning and Zoning Permit No. 05-540-05, amending the City's official Zoning Map to change the zoning designation of ten parcels as shown in Exhibit "A", attached hereto and incorporated herein by reference.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 21<sup>st</sup> day of June 2007, by the following vote:

AYES: Commissioners:

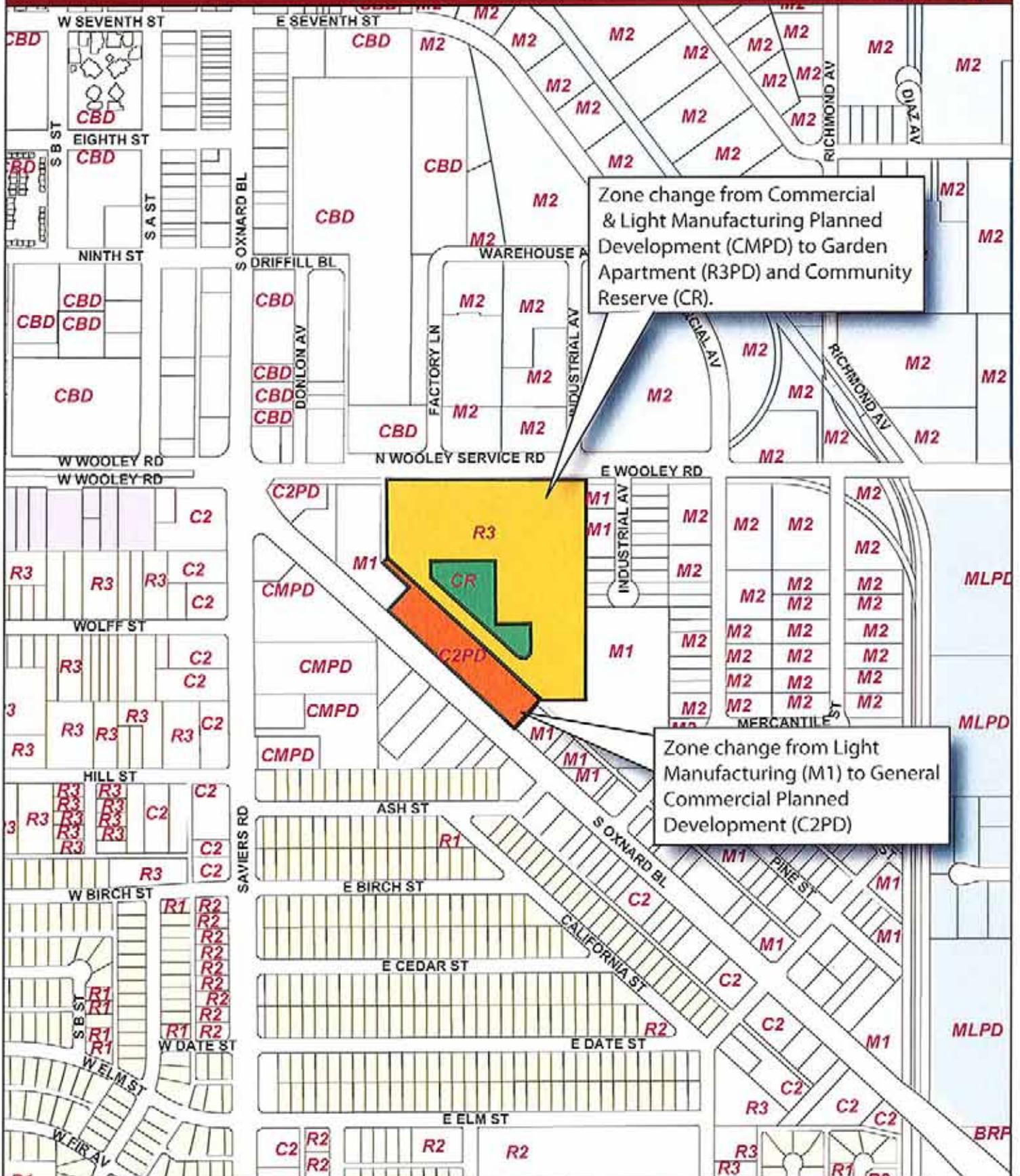
NOES: Commissioners:

ABSENT: Commissioners:

\_\_\_\_\_  
Dr. Sonny Okada, Chairman

ATTEST: \_\_\_\_\_  
Susan L. Martin, Secretary

# Zone Change Map



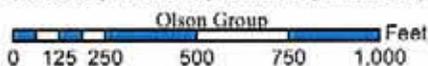
Zone change from Commercial & Light Manufacturing Planned Development (CMPD) to Garden Apartment (R3PD) and Community Reserve (CR).

Zone change from Light Manufacturing (M1) to General Commercial Planned Development (C2PD)

PZ 05-620-7, PZ 05-540-5, PZ 05-300-29

Location: 1250 Oxnard Bl

APN: 204002026, 204002015, 204002014, 204002021, 20400201, 204002010, 204002009, 204002008, 204002028, 204002027, 204002005



## Zone Change Map

EXHIBIT

A



Oxnard Planning  
June 13, 2007



RESOLUTION NO. 2007 –

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING APPROVAL OF A TENTATIVE SUBDIVISION MAP OF TRACT NO.5682 (PLANNING AND ZONING PERMIT NO.05-300-29), FOR PROPERTY LOCATED AT 1250 SOUTH OXNARD BOULEVARD (APN'S 204-0-020-05, 08, 09, 10, 11, 14, 15, 26, 27, and 28) KNOWN AS GATEWAY WALK, SUBJECT TO CERTAIN CONDITIONS. FILED BY THE OLSON COMPANY 1701 N. LOMBARD, SUITE 100, OXNARD, CA 93030.

WHEREAS, the Planning Commission of the City of Oxnard has considered the tentative subdivision map of Tract No. 5682 (Planning and Zoning Permit No. 05-300-29), filed by the Olson Company, in accordance with Chapter 15 of the Oxnard City Code; and

WHEREAS, said tentative map was referred to various public utility companies, City departments and the Development Advisory Committee for recommendations; and

WHEREAS, the Planning Commission finds the tentative map conforms to the City's General Plan and elements thereof; and

WHEREAS, in accordance with the California Environmental Quality Act, the Planning and Environmental Services Manager provided public notice of the intent of the City to adopt a mitigated negative declaration for this project, and the Planning Commission has considered the proposed mitigated negative declaration before making its recommendation herein; and

WHEREAS, the Planning Commission finds that the applicant agrees with the necessity of and accepts all elements, requirements, and conditions of this resolution as being a 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 subdivision in particular.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby recommends to the City Council the approval of the tentative subdivision map, subject to the following conditions:

**STANDARD CONDITIONS OF APPROVAL  
FOR LAND USE PERMITS**

Note: The abbreviations below identify the City department or division responsible for determining compliance with these standard conditions. The first department or division listed has responsibility for compliance at plan check, the second during inspection and the third at final inspection, prior to issuance of a certificate of occupancy, or at a later date, as specified in the condition. If more than one department or division is listed, the first will check the plans or inspect the project before the second confirms compliance with the condition. The italicized code at the end of each condition provides internal information on the source of each condition: Some are standard permit conditions (e.g. *G-1*) while some are taken from environmental documents (e.g. *MND-52*).

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	Public Works, Landscape Design	CE	Code Compliance

**GENERAL PROJECT CONDITIONS**

1. All conditions of SUP 05-540-05 are incorporated by reference.

**PLANNING DIVISION SPECIAL CONDITIONS**

2. Applicant shall increase the park parcel to a minimum 1.77 net acres. Applicant shall include a 1.77 net acre park on the final map submittal.(PK/PL)
3. Applicant shall re-design the northwest portion of the site to eliminate all vehicular access from Wooley Road, and shall vacate the remaining portion of the alley, while still preserving the ability for refuse service for the motel and Fire Department access to the existing Fire Hydrant. Such re-design shall be to the satisfaction of the Planning and Environmental Services Manager (Planning Manager), prior to submittal for final map. (PL)
4. An approved tentative map shall expire thirty-six (36) months after its approval, unless an extension is applied for and approved by the City Council pursuant to Section 15-46 of the City Code. (PL)
5. Prior to submittal for a Final Map approval, Applicant shall comply with the City Council Resolution No. 9311. Applicant shall develop the site with the street names, as approved by the Street Naming Committee. (PL)
6. This permit is granted subject to the City's approval of a special use permit. (PL)
7. This permit is granted subject to the approval of a zone change for the project property. (PL)
8. This permit is granted subject to the approval of a general plan amendment for the project property. (PL)

### DEVELOPMENT SERVICES DIVISION STANDARD CONDITIONS

9. 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 the time the City issues building permits. (DS-1)
10. Developer's Engineer shall design parking lot structural sections based on an analysis of the soils R-value and a traffic index (T.I.) approved by the City Engineer. The minimum structural section for parking lots is two inches of asphalt on four inches of base material. Developer shall show the proposed structural section on the site improvement plans. (DS-2)
11. Developer shall have the site improvement plans prepared on standard Development Services Division mylars 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 the original ink-on-mylar plans filed with the Development Services Division. (DS-3)
12. Developer shall submit improvement plans and drainage calculations that demonstrate that storm drainage 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)
13. Developer shall protect building pads from inundation during a 100-year storm. (DS-5)
14. Developer shall remove and replace all improvements that are damaged during construction. (DS-6)
15. Curb cut widths and design shall conform to City ordinances, standards, and policies in effect at the time City issues an encroachment permit. (DS-9)
16. Where a separate loop or terminal line is required for water mains, fire hydrants or fire sprinkler systems, Developer's site improvement plans shall include an on-site water plan. (DS-11)
17. 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 and 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)

18. A civil engineer licensed in the State of California 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. Such plans and documents shall include, but not be limited to, grading, street, drainage, sewer, water and other appurtenant improvement plans; a master utility plan showing the layout and location of all on-site and off-site utility improvements that serve the project; construction cost estimates, soils reports, and all pertinent engineering design calculations. City will not accept an application for the final map or parcel map for the project or issue a grading, site improvement or building permit until the City Engineer has approved all improvement plans. (DS-15)
19. Developer agrees, as a condition of approval of this resolution, to indemnify, defend and hold harmless, at Developer's expense, City and its agents, officers and employees from and against any claim, action or proceeding commenced within the time period provided for in Government Code Section 66499.37, to attack, review, set aside, void or annul the approval of this resolution or to determine the reasonableness, legality or validity of any condition attached thereto. City shall promptly notify Developer of any such claim, action or proceeding of which City receives notice, and City will cooperate fully with Developer in the defense thereof. Developer shall reimburse City for any court costs and attorney's fees that City may be required to pay as a result of any such claim, action or proceeding. City may, in its sole discretion, participate in the defense of any such claim, action or proceeding, but such participation shall not relieve Developer of the obligations of this condition. Developer's acceptance of this resolution or commencement of construction or operations under this resolution shall be deemed to be acceptance of all conditions thereof. (DS-18)
20. Developer shall provide all necessary easements for streets, highways, alleys, sidewalks, breezeways, parkways, landscaping, utilities, drainage facilities, and 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)
21. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours of its appearance. If Developer fails to remove graffiti in accordance with this condition, the City may at the discretion of the Development Services Manager issue a stop work order until such time as the graffiti is removed. (DS-20)
22. 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)
23. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)

24. Developer shall be responsible for all project-related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)
25. 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)
26. Prior to approval of the final map or parcel map, Developer shall provide the City Engineer with written evidence from the Ventura County Clerk's Office that Developer has executed and filed with the Clerk all certificates, statements and securities required by Government Code Sections 66492 and 66493. (DS-26)
27. "Standard Specifications for Public Works Construction," latest edition, and any modifications thereto by City, and City of Oxnard Standard Land Development Specifications and all applicable City Standard Plans, 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)
28. Developer shall retain a Civil Engineer licensed in the State of California 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 the certified "as-built" plans is a condition of City's final acceptance of the project. (DS-29)
29. All grading shall conform to City's grading ordinance and any recommendations of Developer's soils engineer that have been approved by the City Engineer. Developer shall conform to all applicable notes specified on the site improvement/grading plan cover sheet and grading permit. (DS-30)
30. In order to mitigate any potential flooding or erosion affecting adjacent properties and public rights-of-way, Developer shall construct required drainage facilities concurrently with the rough grading operations, or with prior approval of the City Engineer, provide interim drainage improvements on a temporary basis. (DS-31)
31. 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)
32. Each lot shall drain into a street, alley, or approved drain so that there will be no undrained depressions. (DS-35)
  33. Prior to issuance of a site improvement permit, Developer shall provide to the City Engineer easements or written consents from all affected landowners for any diversion of historical flows or change in drainage conditions caused by the project, as evidence that such landowners accept any additional water flowing over their property. (DS-36)
  34. 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)
  35. By title sheet dedication at the time of filing the subdivision map, Developer shall dedicate all water rights for the project property to City. (DS-39)
  36. Developer shall install water mains, fire hydrants and water services in conformance with City Standard Plans and specifications as directed by the City Engineer. (DS-41)
  37. Developer shall install adequately sized water services and meters to each lot or unit in accordance with City standards in effect at the time City issues building permits. There shall be no interconnections between structures. (DS-42)
  38. Prior to issuance of building permits, Developer shall present to the City Engineer a "Proof of Payment - Authorization for Building Permits" form issued by the Calleguas Municipal Water District. (DS-44)
  39. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)
  40. Prior to designing the water system for the project, Developer shall have a certified fire flow test performed to determine existing water pressure and flow characteristics. The water system shall be designed to allow for a 10 psi drop in the static water pressure measured during the fire flow test. After construction and before City issues a certificate of occupancy, the City Engineer may require a second test. Before performing the tests, Developer shall obtain permits from the City Engineer. Developer shall have all tests certified by a mechanical, civil, or fire protection engineer and provide written results of all tests to the City Engineer. (DS-47)
  41. Developer shall construct all street and road improvements in conformance with the City Code, the City's 2020 General Plan, and any applicable specific plan. (DS-48)

42. Street and road improvements shall conform to City standards and policies. Improvements shall include upgrading of existing pavement along the project frontage to City standards by removing and replacing or overlaying, as directed by the City Engineer. (DS-51)
43. 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)
44. 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, applying the appropriate traffic index specified in City standards. (DS-53)
45. Developer shall install all water, gas, sewer, storm drain, electrical, cable television, and telephone lines before any paving is placed. (DS-54)
46. Prior to release of the final map or parcel map for recordation, Developer shall provide the City Engineer with a 100-scale base map for addressing purposes. The map shall be drawn on 18-inch by 24-inch mylar and shall show the standard address map title block, north arrow, street names, tract number, phase boundary and lot numbers. The City will assign all addresses. (DS-56)
47. Prior to release of the final map or parcel map for recordation, Developer shall post a bond or other security satisfactory to the City Attorney, guaranteeing that all monuments will be set as required by the Government Code and the City Code. (DS-57)
48. Developer shall submit a landscape irrigation plan prepared by a licensed professional, showing proper water meter size, backflow prevention devices, and cross-connection control. (DS-59)
49. As part of the master utility plans, Developer shall submit a street lighting plan. On City's approval of the plan, Developer shall install streetlights in accordance with the plan. (DS-60)
50. As a part of the site improvement plans, Developer shall submit a master utility plan that shows the relative location of all public and private utilities (including gas, electric, street lights, telephone and cable television lines) in accordance with City standard plans. (DS-61)
51. Prior to City approval of any development improvement plans, Developer shall obtain approval signatures from Southern California Edison Company, Southern California Gas Company, General Telephone Company, and all cable television companies. (DS-63)
52. 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)

53. 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 to City for approval. (DS-66)
54. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)
55. 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)
56. 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)

### **STORMWATER QUALITY CONDITIONS**

57. Developer shall comply with all National Pollutant Discharge Elimination System (NPDES) permit Best Management Practice (BMP) requirements in effect at the time of grading or building permit issuance. Requirements shall include, but not be limited to, compliance with the Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP). (DS-78)
58. Developer shall design parking lot and other drive areas to minimize degradation of stormwater quality. Using Best Management Practices (BMPs), such as oil and water separators, sand filters, landscaped areas for infiltration, basins or approved equals, Developer shall intercept and effectively prevent pollutants from discharging to the storm drain system. The stormwater quality system design shall be approved by the City Engineer prior to the issuance of a site improvement permit. (DS-81)
59. Using forms provided by the Development Services Division, Developer shall submit a stormwater quality control measures maintenance program ("the Program") for this project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, Developer shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all BMPs included in the project design. Upon request by City, property owner shall provide written proof of ongoing BMP maintenance operations. No grading or building permit shall be issued until the Development Services Manager approves the Program and Developer provides an executed copy for recordation. (DS-82)
60. Developer shall clean on-site storm drains at least twice a year: once immediately before the first of October (the beginning of the rainy season) and once in January. The City Engineer may require additional cleaning. (DS-83)

61. 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)
62. Prior to issuance of a certificate of occupancy, on-site storm drain inlets shall be labeled "Don't Dump - Drains to Ocean" in accordance with City standards. Before City issues a site improvement permit, the requirement to label storm drain inlets shall be shown on the civil engineering plans. (DS-85)
63. Prior to issuance of a grading permit or commencement of any clearing, grading or excavation, Developer shall provide the City Engineer with a copy of a letter from the California State Water Resources Control Board, Storm Water Permit Unit assigning a permit identification number to the Notice of Intent (NOI) submitted by Developer in accordance with the NPDES Construction General Permit. Developer shall comply with all additional requirements of the General Permit, including preparation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall identify potential pollutant sources that may affect the quality of discharges to stormwater and shall include the design and placement of recommended Best Management Practices (BMPs) to effectively prohibit pollutants from the construction site entering the storm drain system. Developer shall keep the SWPPP updated to reflect current site conditions at all times and shall keep a copy of the SWPPP and the NOI on the site and make them available for City or designated representative to review upon request. (DS-86)

#### **DEVELOPMENT SERVICES DIVISION SPECIAL CONDITIONS**

64. Prior to issuance of a site improvement permit, Developer shall provide to the Development Services Division a compact Disc (CD) containing digital copies of the final subdivision map, address map, and 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-101)
65. 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 STORM WATER QUALITY SPECIAL CONDITIONS:**

66. Developer shall obtain written permission from the Parks Superintendent for the proposed underground infiltration chambers within the public park boundaries. If permission cannot be obtained, Developer shall redesign the storm drain system and relocate the infiltration basins to a site outside of the public park. (DS)

67. Developer shall provide proof that long-term maintenance of post-construction stormwater quality best management practices have been included as a separate line item in the condominium association financial documents. Preliminary documents shall be provided prior to issuance of a site improvement permit and proof of inclusion in the final condominium documents shall be provided prior to the first sale. (DS)
68. Developer shall design the grass swale filter in accordance with the Technical Guidance Manual for Stormwater Quality Control Measures. Design calculations shall be included in the project drainage report. (DS)
69. Developer's engineer shall provide City with written confirmation that they have reviewed the landscape construction drawings within the NPDES grass swale filter areas and that the proposed landscaping conforms to SQUIMP standards for grass swale filters. (DS)
70. Developer shall provide a 6-inch minimum vertical drop between the flow line of the concrete gutter and the flow line of the filter swale at each location where stormwater enters the filter swale. The transition between gutter flow line and filter swale flow line shall be constructed similar to a concrete ribbon gutter. (DS)
71. Developer shall install a perforated underdrain within all grass swale filters constructed at a slope of less than 1 percent. (DS)

**DEVELOPMENT SERVICES DIVISION STORMDRAIN CONDITIONS:**

72. Developer's engineer shall provide a drainage study that demonstrates that capacity exists in the downstream system for conveyance of the stormwater from this site. The study shall analyze the existing lines in Wooley Road and the alley southerly of the project. (DS)
73. Onsite storm drain system shall be designed and constructed in accordance with public standards but shall be privately owned and maintained. Developer shall provide proof that long-term maintenance of onsite storm drain system has been included as a separate line item in the condominium association financial documents. (DS)
74. Developer shall design lot fine grading to drain stormwater to the street via surface swales. No area drains shall be used within proposed residential units. (DS)

**DEVELOPMENT SERVICES DIVISION WASTEWATER CONDITIONS:**

75. Developer shall construct downstream wastewater improvements within Ash Street as indicated on sheet 5 of the tentative map. Prior to issuance of a site improvement permit, Developer shall obtain approval of improvement plans for downstream wastewater improvements and shall construct said improvements prior to the first non-model

occupancy. Wastewater improvements shown in the Wastewater Master Plan are eligible for credit/reimbursement in accordance with City Ordinance. (DS)

76. Onsite wastewater system shall be designed and constructed in accordance with public standards but shall be privately owned and maintained except those lines that convey offsite sewage. Developer shall provide proof that long-term maintenance of onsite wastewater system has been included as a separate line item in the condominium association financial documents. (DS)
77. Developer shall dedicate a wastewater easement to the City over all portions of the wastewater system that convey offsite sewage. (DS)
78. Prior to issuance of a site improvement permit, Developer shall provide proof of issuance of an encroachment permit by CalTrans for installation of proposed wastewater improvements within CalTrans right-of-way. (DS)
79. Prior to issuance of a site improvement permit, Developer shall provide proof of issuance of an encroachment permit (or similar permission document) by Ventura County Railroad for installation of proposed wastewater improvements within Ventura County Railroad controlled land. (DS)
80. Developer shall locate all sewer laterals in accordance with City standards which prohibit sewer laterals under driveways for single family detached homes. (DS)

#### **DEVELOPMENT SERVICES DIVISION WATER CONDITIONS:**

81. Developer shall dedicate a waterline easement to the City over all portions of the domestic water distribution system (up to and including the water meters) within private streets and alleys (lanes) or other private property. (DS)
82. Developer shall install a separate water meter for each condominium unit. Water meters for attached product shall be located in the driveway and shall be placed to minimize vehicular tire loads. Water meters for detached product shall be located outside of the driveway.(DS)
83. Water lines shall be located within the street section as required by City standards. Any deviation from the standard must be approved by the Development Services Manager. (DS)
84. Prior to issuance of a site improvement permit, Developer shall provide proof of issuance of an encroachment permit by CalTrans for installation of proposed water improvements (and any other proposed improvements) within CalTrans right-of-way. (DS)

85. Prior to issuance of a site improvement permit, Developer shall provide proof of issuance of an encroachment permit (or similar permission document) by Ventura County Railroad for installation of proposed water improvements (and any other proposed improvements) within Ventura County Railroad controlled land. (DS)
86. Developer shall remove and replace (8" minimum new line size) the existing waterline within the alley along the westerly edge of the project. All existing fire hydrants, meters, or other improvements shall be reconnected to the new line as directed by the Development Services Manager. (DS)
87. Developer's engineer shall prepare hydraulic water calculations that demonstrate proposed water systems ability to meet City fire flow requirements. Calculations shall be approved by the Development Services Manager prior to issuance of a site improvement permit. (DS)

**DEVELOPMENT SERVICES DIVISION STREET CONDITIONS:**

88. Developer shall shorten the proposed median at the main project entrance from Oxnard Boulevard to accommodate pedestrian traffic along Oxnard Boulevard. (DS)

**DEVELOPMENT SERVICES DIVISION MISCELLANEOUS CONDITIONS:**

89. Developer shall dedicate to the City an access easement for all governmental vehicles over the private streets and alleys of this development. (DS)
90. Developer shall dedicate an access and parking easement to the City for use by the general public over the connection from the northerly end of the existing public alley to Oxnard Boulevard and over all streets (not including alleys) within the project. All maintenance for the areas encumbered by this easement shall be the responsibility of the private property owners within the project. Dedication and acceptance shall be included on the project final map. (DS)
91. For detached units, developer shall construct a level concrete pad for storage of two refuse containers out of view of any street or alley. The storage location shall not be within the garage. Developer shall provide a paved path from the storage location to the pickup location that does not require entering the garage. All gates or doors along the path shall be constructed with a minimum of 36 inches of clear space to allow passage of the City issued containers. Storage location and path shall be shown on the fine grading plans. (DS)
92. Developer shall redesign the trash pickup for attached units to eliminate the requirement for trash trucks to backup on dead-end alleys. (DS)

93. Trash enclosures shall be located to provide a minimum of 5 feet of landscaped planter between the enclosure and a parking space and shall be set back 5 feet from the drive aisle. Trash enclosures shall be constructed with a concrete apron that extends 15 feet from the face of the enclosure and shall be constructed with a pedestrian side access door. (DS)
94. Trash enclosures shall be distributed throughout the site to minimize the distance required for occupants to dispose of trash. Enclosures shall be provided at a rate of two bins (one refuse and one recycle bin) for every 12 units or as otherwise approved by the Development Services Manager. (DS)
95. Developer shall reduce or eliminate the requirement for a retaining wall along the northwesterly edge of the project (adjacent to the existing hotel) while continuing to provide appropriate flood protection for the project. Methods explored shall include lowering and/or reversing the cross-flow direction of the adjacent street/alley. Final design shall be approved by the Development Services Manager (DS)
96. Perpendicular parking spaces shall be reduced to 17 feet in length in locations where 2' of vehicular overhang is available. A minimum 7' sidewalk shall be provide when a car will overhang or a minimum 5' wide planter shall be provided as required by 16-636 (DS/PL).
97. Developer shall place existing overhead utility lines on and adjacent to the project underground in accordance with City ordinances in effect at the time City issues a site improvement permit. On or adjacent includes overhead lines on the property or within the adjacent public right-of-way (including City alleys and CalTrans) or within railroad right-of-way. Before issuance of a site improvement permit, Developer shall post security satisfactory to the Finance Director guaranteeing utility relocation. (DS)
98. Developer shall design and construct project streets with a curb to curb width of 36 feet with a 5 foot parkway and 5 foot sidewalk on both sides. Sidewalk along the public park frontage shall be 6 feet wide and adjacent to the back of curb. Project alleys shall be designed and constructed with a minimum clear width of 25 feet. (DS)

#### **TRAFFIC SPECIAL CONDITIONS**

99. Developer shall install traffic signal control at the intersection of Saviers Road at Hill Street/Ash Street as justified in the Traffic and Circulation Study prepared by Associated Traffic Engineers and dated May 23, 2007. The traffic signal shall be designed and installed to the satisfaction of the City Traffic Engineer and will include Emergency Vehicle Preemption detectors and Battery Back Up. (TR)
100. Developer shall install Railroad crossing lights and gates at the alley crossing south of Wooley Road. (TR)

101. Developer is required to adhere to all ADA design standards regarding wheel chair accessibility paths along Oxnard Boulevard. This includes installation of access ramps at driveways and drive isles where required and removal of any obstructions such as raised medians where wheel chairs are expected to travel. (TR)

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 21<sup>st</sup> day of June, 2007, by the following vote:

AYES: Commissioners

NOES: Commissioners

ABSENT: Commissioners

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Dr. Sonny Okada, Chairman

ATTEST: \_\_\_\_\_  
Susan L. Martin, Secretary



RESOLUTION NO. 2007-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING SPECIAL USE PERMIT NO. PZ 05-540-05 FOR A PLANNED RESIDENTIAL GROUP TO MODIFY CERTAIN ZONE STANDARDS SUBJECT TO CERTAIN CONDITIONS, TO ALLOW A RESIDENTIAL DEVELOPMENT, PUBLIC PARK AND COMMERCIAL DEVELOPMENT KNOWN AS GATEWAY WALK, LOCATED AT 1250 SOUTH OXNARD BOULEVARD (APN'S 204-0-020-05, 08, 09, 10, 11, 14, 15, 26, 27, AND 28). FILED BY THE OLSON COMPANY, 1701 N. LOMBARD, SUITE 100, OXNARD, CA 93030,

WHEREAS, the Planning Commission of the City of Oxnard has considered an application for Planning and Zoning Permit No. 05-540-05, a special use permit for a planned residential group to develop a maximum of 190 residential units, filed by the Olson Company, in accordance with section 34-108 and 34-146 through 34-157.1 of the Oxnard City Code; and

WHEREAS, in accordance with the California Environmental Quality Act, the Planning and Environmental Services Manager provided public notice of the intent of the City to adopt a mitigated negative declaration for this project, and the Planning Commission has considered the proposed mitigated negative declaration before making its recommendation herein; and

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

1. That the proposed use is in conformance with the General Plan, as amended, and other adopted policies of the City of Oxnard.
2. That 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. That the site for the proposed project 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. That 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. That the site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.
6. That the variations in zone standards are appropriate for the site and the proposed use.
7. A substantial improvement of the use of the land will be thereby effected, and there will not be any detrimental effect upon the surrounding area.
8. The residential use proposed is permitted with the zone change.

9. Building will substantially conform with plot plans and elevations submitted in support of the special use permit.
10. The applicant has demonstrated that population densities are in conformance with existing and proposed public facilities, such as streets, sewers, water, schools and parks.

WHEREAS, in approving a reduction in the number of off-street parking space, the Planning Commission finds that the site plan on file with the Planning and Environmental Services Division.

1. Preserves the intent of the Parking Ordinance;
2. Provides sufficient parking to serve the intended use; and
3. The modification will not be detrimental to the public health, safety or welfare.

WHEREAS, the Planning Commission finds that the Applicant 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, and pursuant to City Code Section 16-445 approves variations in the zone code standards subject to the following conditions. The decision of the Planning Commission is final unless appealed in accordance with the provisions of Section 16-545 of the Oxnard City Code.

## STANDARD CONDITIONS OF APPROVAL FOR LAND USE PERMITS

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

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning
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 and Environmental Services Division ("Planning Division"), and may not be transferred from one property to another. (PL, *G-1*).
2. This permit is granted for the plans dated June 21, 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 ("Planning Manager") or a major modification to the plans is approved by the Planning Commission. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major modification shall be required for substantial changes or increases in such items. (PL, *G-2*)
3. This permit shall automatically become null and void 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. 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. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. (CA, G-7)
7. Developer shall record with the Ventura County Recorder a "Notice of Land Use Restrictions and Conditions" in a form acceptable to the City Attorney. Before the City issues building permits or allows Developer to occupy the project, Developer shall submit a copy of the recorded document to the Planning Division 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 or modified by the special use permit. (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. (PL, G-15).

#### LANDSCAPE STANDARD CONDITIONS

15. Before submitting landscape and irrigation plans, Developer shall obtain approval of the Parks and Facilities Superintendent or designee ("Superintendent") 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. 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 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*)
  20. All trees planted or placed on the project 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. Before the City issues building permits for a residential development that includes any model houses, Developer shall obtain the approval of the Parks and Facilities Superintendent for a low water-using landscape plan. Developer shall install low water-using landscape design and irrigation systems for at least one of the model houses in any cluster of two or more model houses, thereby demonstrating to prospective buyers the feasibility and aesthetic qualities of low water-using landscape design and irrigation systems. Developer shall provide appropriate signs, shown on the landscape plan, explaining that the model house utilizes a low water-using landscape and listing the plant materials used. (PK, *PK-7*)
  22. Developer shall offer a low water-use front yard landscape option to buyers at no extra cost. Developer shall also provide low water-use landscape literature to each buyer. City shall provide such literature to Developer at City's cost. (PK, *PK-8*)
  23. Developer's landscape plans for houses shall show, where appropriate, a typical landscape and irrigation treatment for north, south, east or west site orientation, for corner lots as well as internal lots. (PK, *PK-9*)
  24. Within sixty days after a house is occupied, Developer shall install front yard and street side yard landscaping for that house. Developer shall provide proof of financial

responsibility approved by the City Attorney to ensure faithful performance of this condition within the specified time. (PK/ PL, *PK-10*)

25. 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*)
26. At the close of escrow or at the time of occupancy of each dwelling unit, Developer shall review with and provide instructions to each buyer concerning the irrigation controller operation and the watering schedules. (PK, *PK-12*)
27. Developer shall install sod in the lawn areas of all front yards and street side yards. (PK, *PK-13*)
28. 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 Parks and Facilities Superintendent with one set of mylar (minimum 3 mil) original drawings, which shall accurately reflect all "as-built" conditions. (PK, *PK-16*)
29. 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 establish a homeowners' association for the project as directed by the City, to fund such maintenance. Before or during escrow for the sale of property within the project, Developer shall provide each buyer 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*)
30. Developer shall provide to the Parks and Facilities Superintendent ("Superintendent") a landscape maintenance district master plan drawn at an approved scale, clearly designating areas of maintenance responsibility assumed by: (a) a landscape maintenance district; (b) a homeowners association; and/or (c) the City. After Superintendent approves such plan,

Developer shall provide to Superintendent a mylar (minimum 3 mil) original drawing of the maintenance district master plan. (PK, PK-19)

31. Within sixty days of approval of the project, Developer shall provide the Parks and Facilities Superintendent with a complete, detailed landscape maintenance district master plan for all phases of the project and shall deposit \$13,700 to pay for staff time, attorney time and the engineer's report necessary to prepare all documents and hold hearings to form an assessment district and impose an assessment formula and assessments on property within the project to pay the costs of maintaining the landscaping in the district. (PK, PK-20)
32. Developer shall provide to the Parks and Facilities Superintendent a copy of the document entitled "Agreement" containing Developer's agreement to vote in favor of a landscape maintenance assessment district for the project, bearing the Ventura County Recorder's stamp, confirming that the document has been recorded in the Ventura County Recorder's Office. (PK, PK-21)
33. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, PK-22)

#### **PARKS SPECIAL CONDITIONS**

34. Prior to issuance of grading permits, Applicant shall provide an arborist's tree report for the health and economic appraisal value of any existing trees to be removed or displaced from the site due to construction. City staff shall have final review approval on selection of arborist. The arborist's report shall be prepared by a certified arborist and shall follow the format as outlined in *A Guide to the Methods and Procedures for Appraising Amenity Plants*, latest edition as published by the International Society of Arboriculture. The report shall include both text and a site plan that clearly labels all trees to be saved, removed or transplanted. The methodology for the tree appraisal value shall be based on the "Trunk Formula" method. The economic appraisal value shall be put back into new tree sizes for the project and shall be in addition to meeting the City's minimum tree size of 24" box.
35. Applicant shall include on the Landscape Plans submitted for building permits, a tabulation chart that illustrates which existing trees on site are remaining, being transplanted or being removed from the site. The tabulation chart shall include the arborist's appraisal information from the approved tree report and notations and calculations on how the appraisal value of the trees removed has been put back into new tree sizes for the project that are in addition to meeting the minimum tree size of 24" box.
36. Applicant shall include on the Landscape Plans submitted for buildings permits, a graphic section similar to section T-T that illustrates the graphic relationship between the bioswale, to the trees and the shrubs and vines.

37. The proposed public park location, layout, features and amenities shall be reviewed by both City Planning staff and Parks Staff prior to final park design being approved by the City.
38. Applicant shall increase the park parcel to a minimum 1.77 net acres. Applicant shall include a 1.77 net acre park on the final map submittal.(PK/PL.)
39. The public park improvements shall include provisions for public access.
40. Applicant shall complete, to City Attorneys satisfaction, the Landscape Maintenance Assessment District document titled "Agreement" prior to final tract map being filed.
41. The Landscape Maintenance Assessment District shall include a proportionate share of the public park as well as street trees and lighting on public right of way.
42. Applicant shall design, and the Landscape Plans shall show, any proposed walls facing Wooley Rd. screened with plant material to help with graffiti abatement. The Landscape Plan and plant material shall be to the satisfaction of the Planning Manager.
43. Applicant shall design, and the Landscape Plan shall show, landscaping to cover the proposed 6' high wall along east perimeter of site. The Landscape Plan and the plant material shall be to the satisfaction of the Planning Manager.
44. Applicant shall substitute *Washingtonia robusta* for *Washingtonia filifera*. Such change shall be depicted on the Landscape Plans submitted for building permits.
45. Applicant shall change specimen tree to *Tipuana tipu*. Such change shall be depicted on the Landscape Plans submitted for building permits.
46. Applicant shall design and install tree grates, irrigation and landscape structural soil for hardscape improvements on Oxnard Blvd. Applicant shall provide a bond for the trees and labor, which are to be planted at a later date by the City of Oxnard.
47. The landscaping on Wooley Road adjacent to the proposed wall shall include a mixture to be approved by the Planning Manager of colorful ground covers, shrubs, vines, and palm trees (Queen Palms) to provide screening and to help with graffiti abatement.

#### **FIRE DEPARTMENT STANDARD CONDITIONS**

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

49. 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*)
50. Before the City issues building permits, Developer shall obtain the Fire Chief's approval of a plan to ensure fire equipment access and the availability of water for fire combat operations to all areas of the project property. The Fire Chief shall determine whether or not the plan provides adequate fire protection. (FD/DS, *F-3*)
51. At Developer's expense, Developer shall obtain two certified fire flow tests for the project property. The first test shall be completed before City approval of building plans and the second shall be completed after construction and prior to the issuance of a certificate of occupancy. A mechanical, civil, or fire protection engineer must certify the tests. Developer shall obtain permits for the tests from the Engineering Division. Developer shall send the results of the tests to the Fire Chief and the City Engineer. (FD/DS, *F-4*)
52. 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*)
53. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, *F-6*)
54. At all times during construction, developer shall maintain paved surfaces capable of handling loads of 46,000 pounds which will provide access for fire fighting apparatus to all parts of the project property. (FD/DS, *F-7*)
55. Developer shall identify all hydrants, standpipes and other fire protection equipment on the project property as required by the Fire Chief. (FD, *F-8*)
56. Developer shall install security devices and measures, including walkway and vehicle control gates, entrance telephones, intercoms and similar features, subject to approval of the Police Chief and the Fire Chief. Vehicle control gates shall be operable by City approved radio equipment. (FD/DP, *F-9*)
57. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, *F-10*)
58. 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*)
59. Developer shall install a carbon monoxide detector on each level of the residence in accordance with the manufacturer's specifications. The detector shall be hardwired with a battery backup. (FD, *F-17*)

#### **FIRE DEPARTMENT SPECIAL CONDITIONS**

60. Fire sprinkler coverage is required for:
  - a. Patios, overhangs or any other projections that are 48" or more from the structure.
  - b. Open areas beneath stairs that serve a habitable space or when that area is accessible for storage or has mechanical equipment.
  - c. The protection of the forced air unit when located in the attic or other areas that are normally inaccessible.
61. 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.
62. A Knox Box key vault shall be installed on the buildings at a location to be determined by the Fire Department.
63. The turning radius for driveable surfaces and turnaround areas used for emergency access shall be a minimum of 48 feet outside and 30' inside diameter.

#### **PLANNING DIVISION STANDARD CONDITIONS**

64. The final building plans submitted by Developer with the building permit application shall depict all building materials and colors to be used in construction. (PL/B, *PL-1*)
65. Any application for a minor modification to the project shall be accompanied by four copies of plans reflecting the requested modification, together with applicable processing fees. (PL, *PL-2*)
66. 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*)
67. 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*)
68. Developer acknowledges that because of population limitations placed on the City by the Air Quality Management Program, approval of this permit does not guarantee that the City will issue building permits. The City's issuance of building permits may be delayed as a result of implementation of an air quality plan. (PL, *PL-5*)
69. Developer may not modify any use approved by this permit unless the Planning Division Manager determines that Developer has provided the parking required by the City Code for the modified use. (PL, *PL-7*)

70. 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*)
71. 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*)
72. Developer shall provide graphic site directories at principal access walkway points. (PL/B, *PL-10*)
73. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, *PL-13*)
74. Developer agrees to participate in a water conservation program that includes refitting water fixtures existing on the project property with water conserving devices within residences or businesses in the City's water service area, if such a program is in effect when building permits are issued for this project. Among the requirements of such a program might be refitting existing toilets, faucets, shower heads, landscaping irrigation or other fixtures and items that consume water within the structure. (PL, *PL-14*)
75. 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*)
76. 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*).
77. 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*)
78. Before the City issues building permits, Developer shall provide to the Planning Division Manager a disk in DWG format of a 100-foot scale site plan of the project as approved. (PL, *PL-50*)
79. 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*)
80. 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*)
  81. Developer shall provide automatic garage door openers for all garages. (PL/B, *PL-20*)
  82. Garages closer than 23 feet to the front property line shall have sectional roll-up garage doors. (PL/B, *PL-21*)
  83. All residential dwelling unit developments shall include architectural articulation on all four sides of each unit. Such articulation shall include, but not be limited to, window treatment; trim and a variety of finishes matching front facades; and balconies, porches, and trellises. Developer shall submit elevations depicting such articulation to the Planning Division for approval prior to issuance of building permits. (PL, *PL-28*)
  84. Prior to the close of escrow for each dwelling unit, Developer shall provide the buyer with a written guarantee that the exterior finishes of the dwelling unit will remain in good condition for at least five (5) years from the final building permit inspection and sign off. Developer shall provide a copy of the guarantee to Planning staff prior to final Planning Division inspection and sign off. (PL, *PL-29*)
  85. Light standards illuminating interior walkways shall be no more than eight feet high. Light shall not intrude into private living or patio areas. Light standards serving recreational areas held in common shall be no more than 15 feet high. Light shall be directed away from dwelling units. (B, *PL-30*)
  86. Developer shall provide masonry walls on street side yards and along project perimeter property lines. Developer shall install interior fences, to be constructed of wood or other material, subject to the approval of the Planning Division Manager. (PL/B, *PL-31*)
  87. Street side yard walls shall be of decorative masonry construction and shall be set back 10 feet from any public sidewalk. (PL/B, *PL-32*)
  88. Developer shall establish a homeowners association and the association shall be responsible for the maintenance of parking, landscape, recreation and other interior areas held in common by the association and for the enforcement of Conditions Covenants & Restrictions related to property maintenance. (PL/DS, *PL-33*)
  89. 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*)

90. Developer shall include in all deeds for the project and in the Conditions Covenants & Restrictions a prohibition against parking recreational vehicles over 20 feet long in the project. (CE/PL, *PL-35*)
91. Developer shall post in the sales office of the project the latest City planning documents and maps that may affect the project and adjacent properties. At a minimum, this information shall include the 2020 Oxnard General Plan and General Plan Land Use Map showing all adjacent properties, a copy of the ordinances regulating the zone, and any specific plan that may apply to the project. Such documents may be purchased at cost from the Planning Division Manager. Developer shall require that all purchasers sign an affidavit declaring that they have familiarized themselves with the planning documents. Developer shall make such affidavits and planning information available for review upon reasonable request of the Planning Division Manager. (PL, *PL-38*)
92. Developer shall prohibit the parking of recreational vehicles within the subject parcels (PL, *PL-39*)
93. Where feasible, Developer shall locate individual unit plumbing within individual unit walls, as opposed to common or shared walls, and shall paint roof vents to match the roofing material. (PL/B, *PL-40*)
94. For commercial development, 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*)
95. For commercial development, Developer shall install all roof and building drainpipes and downspouts inside building elements. These items shall not be visible on any exterior building elevations. (PL, *PL-42*)
96. For commercial development, 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*)
97. For commercial development, Developer shall install individual mirrors above each sink in a public restroom to the satisfaction of the Planning Division Manager. The details of such

mirrors shall be approved prior to issuance of a building permit. Developer shall remove graffiti from the mirrors or replace the mirrors within 24 hours of graffiti appearance. (PL, PL-45)

98. For commercial development, before the City issues building permits, Developer shall submit and obtain approval of a master sign program for the commercial project, which shall indicate on the site plan the elevations, the size, placement, materials, and color of all proposed free-standing and building signs. The square footage of all signs for the project shall not exceed that permitted in accordance with the City Code. (PL/ B, PL-46)
99. 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**

100. Developer shall provide storage areas for City sized trash bins within side yard of the detached units. Trash bins may not be stored within the garage area. (PL)
101. Railings and enclosures for patios and balconies shall provide 100 percent enclosure for screening, privacy, and noise reduction, unless a further acoustical study provided by the applicant, prior to issuance of building permits, can substantiate that 50 percent enclosures will reduce the noise levels for the outdoor spaces to 65dBa or less. Developer shall include details of the railings and enclosures on the construction documents. (PL/B)
102. Walls separating the patio areas of different units shall be of solid construction, such as masonry, stucco, or wood over wood. Ground level patios shall be enclosed by walls not less than five feet high and reduce the noise levels for outdoor spaces to 65dBa or less. (PL/B)
103. Developer shall pay Quimby Fees (fees for park acquisition and improvement) prior to issuance of building permits. The amount of the fee shall be calculated giving consideration to the on-site park dedication and improvements, by the Planning Division, and verified by the Parks Division at the time of payment. If at time of building permits it is determined that the onsite park dedication and improvements exceeds the required Quimby fee, no additional fee is required. (PK/B)
104. Prior to issuance of building permits, Applicant shall have entered into an Owner Participation Agreement, as approved by the Community Development Commission (CDC), which shall state how the applicant will comply with the CDC affordable housing requirements under California redevelopment law and CDC Resolution No. 111. Any required fees shall be calculated prior to issuance of building permits.
105. Applicant shall provide a minimum 34' setback from the train track along the northern property line to the closest structure. Applicant shall include such setback on the grading plans and building plans submitted to the Building and Engineering Division. (PL/B)

106. Applicant shall provide a minimum 8' setback from the south property line (adjacent to Oxnard Blvd.) to the closet structure. Applicant shall include such setback on the grading plans and building plans submitted to the Building and Engineering Division. (PL/B)
107. Applicant shall provide a 30' setback to all structures along the easterly property line. Applicant shall include such setback on the grading plans and the building plans submitted to the Building and Engineering Division. (PL/B)
108. Applicant shall provide a minimum 6' sidewalk within the 30' landscaped setback along the easterly property line. Applicant shall design the "tuck-under townhome" units to provide direct access to the sidewalk.
109. Applicant shall design the "tuck-under townhome" units to have bedroom and/or living space windows looking on the required 30' landscaped setback and sidewalk. Applicant shall depict the windows on the floor plans and building elevations submitted for building permits. (PL/PD)
110. Applicant shall submit a revised parking study, showing an acceptable parking and commercial building ratio, as well as a reduction in the City requirements for loading zones. The parking study shall be reviewed and approved by the Planning Manager and City Traffic Engineer prior to issuance of building permits as a minor modification.
111. Prior to issuance of building permits, Applicant shall record a reciprocal parking agreement, in a form approved by the City Attorney, to allow guest parking on the residential zoned parcel for those residential units located on the commercial zoned parcel.
112. Applicant shall provide for an attractive, direct and safe pedestrian access to parking as required by City Code Section 16-636(E). Such design shall be approved by the Planning Manager prior to issuance of building permits. (PL)
113. Applicant shall provide for an attractive, direct and safe pedestrian access to the public park. Such design shall be approved by the Planning Manager prior to issuance of building permits. (PL)
114. Applicant shall provide bicycle parking in accordance with City Code. (PL)
115. Applicant shall provide decorative trash enclosures and relocate trash enclosures, where necessary, to provide for efficient access for residents, commercial uses, and service persons. Applicant shall coordinate placement and design of such items accordingly, with the Planning Division Manager, prior to issuance of building permits. (PL)
116. No future building additions (room additions), accessory building, or accessory structure may be added to the subject parcels.

117. Applicant shall remove all vehicular gates from the subject parcels.(PL)
118. The businesses operating within the live-work units shall be subject to the approval of the Planning Manager, but shall in compliance with City policy on acceptable live-work business types. (PL)
119. Prior to opening a business within a live-work unit the property owner must obtain a business license, a zone clearance, and a sign permit (if desired) consistent with the approved master sign program for the site. (PL)
120. Applicant shall re-design the northwest portion of the site to eliminate all vehicular access from Wooley Road, and shall vacate the remaining portion of the alley, while still preserving the ability for refuse service for the motel and Fire Department access to the existing Fire Hydrant. Such re-design shall be to the satisfaction of the Planning Manager, prior to submittal for final map. (PL)
121. 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 needs of independently metered lighting (wall fixtures, light bollards) shall be the responsibility of the Home Owners' Association. Lighting responsibilities shall be provided within the CC&Rs for the development. (PL)
122. During the plan check review process, the Developer shall provide a lighting plan that provides design type 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)
123. Light standards illustrated on the conceptual lighting plan conflict with tree locations. Lighting consultant and landscape architect shall coordinate and/or utilize same plan layer when designing both (lighting/landscape) plan concepts.
124. Applicant shall include on the Plans submitted for buildings permits, at least one recreational facility for the project, as required by City Code Section 16-362(C).
125. Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan for the commercial and live-work units, subject to the approval the Planning Division Manager. Such plan shall include such elements as clear film on windows and/or mirrors, as well as washable paint and sealers on the building and perimeter walls. (PL)
126. This permit is granted subject to the City's approval of a tentative map and final map and recordation of the final map. The City shall issue building permits only after such recordation, unless otherwise approved by both the Planning Division Manager and the

Development Services Manager. Before occupying any structures or initiating any use approved by this permit, Developer shall comply with all conditions of the tentative and final map. (PL/DS)

127. This permit is granted subject to the approval of a zone change for the project property. (PL)
128. This permit is granted subject to the approval of a general plan amendment for the project property. (PL)
129. Developer shall participate in the City's Art in Public Places Program by paying the Public Art fee prior to issuance of building permits, in accordance with City Council Resolution No. 13,103. (PL)

#### *Aesthetics*

130. Prior to approval for the site plan, Developer shall ensure that all new lighting is shielded from off-site views and designed to provide on-site safety. (MND, A-1)
131. Prior to issuance of Building Permits, Developer shall minimize windows adjacent to the adjoining mobile home park. (MND, A-1)

#### *Air Quality*

132. During construction, developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such time as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment. (MND, C-1)
133. 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)
134. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities. (MND, C-3)
135. During construction, Developer shall control dust by the following activities:
  - All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §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.

- 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)
136. 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)
137. 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)
138. Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways. (MND, C-7)
139. 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-8)
140. 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. (MND, C-9)
141. Prior to demolition of any on-site structures, Developer shall comply with any and all regulations pertaining to asbestos and lead paint removal. (MND, C-10)

### ***Biological Resources***

117. Prior to issuance of Building Permits, an arborist report shall be prepared to assess the value of the existing trees. The Planning Division shall determine which trees shall be saved and incorporated into the development and require replacement trees of specified species. (MND D-1)

### ***Cultural Resources***

118. Based on the recognized sensitivity for the occurrence of buried sites and artifacts and as mandated by the City of Oxnard archaeological guidelines, Developer shall pay for monitoring by a qualified archaeologist and Native American monitor (specifically a qualified Ventureño Chumash descendant). A contract with the monitor shall be presented to the City prior to

issuance of grading permits. Monitoring shall be required during all soil disturbances including grading (cut and fill) or other excavation (e.g., trenching). Should movement of soils during grading for recompaction activities show no evidence of an archaeological site or artifacts and with the agreement of the City of Oxnard, Planning and Environmental Services Division and onsite Native American consultant, further monitoring at this location by the archaeologist shall no longer be required. In the event that a prehistoric site or historic remains older than 50-years is identified during monitoring, the Archaeologist and/or Native American monitor shall be empowered to stop all construction activities in the vicinity of the find. The archaeologist shall document, identify, and evaluate the potential significance of the find. Such evaluation may require Phase 2 site subsurface excavation and evaluation program. Should remains prove to be significant, avoidance of the resource is the preferred mitigation. If avoidance through project redesign is not feasible, further investigations in the form of a Phase 3 data recovery program will be implemented to mitigate impacts to the identified resource. The Native American monitor shall remain on site throughout any necessary site documentation, evaluation, and mitigation processes.

Contracts shall include weekly reports from the archaeological monitor to the Planning Division summarizing the monitor's activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning and Environmental Services 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 occupancy for each building. (MND, E-1)

### *Geology and Soils*

119. Developer shall submit a site-specific soils investigation, which shall be prepared by a licensed geotechnical engineer. At a minimum, such study shall include liquefaction and compressible soil characteristics on the subject site, and shall identify any necessary construction techniques or other mitigation measures to prevent significant liquefaction/compressible soils impacts upon the proposed project. All recommendations of said report shall be incorporated into the project. Developer shall submit the report to the Building Official for review and approval prior to issuance of building permits. (MND, F-1)

120. Prior to C of O, all construction shall meet the minimum requirements of the Uniform Building Code for anticipated seismic activity within the region. (MND, F-2)

### *Hazards and Hazardous Materials*

121. Prior to issuance of grading permits, Developer shall provide a setback buffer and/or barrier of sufficient distance or height to provide separation from the railroad tracks prior to issuance of C of O to reduce the likelihood of significant impacts if a derailment or hazardous materials incident occurred on the railroad tracks. Such buffer shall be to the satisfaction of a risk analyst/engineer approved by the City. (MND,G-1)

122. Prior to C of O, Developer shall design structures with positive ventilation to reduce the potential for radon accumulation. (MND, G-2)
123. Prior to demolition of any on-site structures, Developer shall comply with all regulations pertaining to asbestos and lead paint removal. (MND, C-6)
124. At the storage shed, diesel and motor oil hydrocarbon contaminants found from 2 to 5 feet below grade require that this soil be removed down to 6 feet and properly disposed of prior to grading the site. (MND, G-4)
125. The Phase II report should be provided to the Oxnard Fire Department and Ventura County to close the site.
126. Developer shall immediately enter into an agreement for regulatory oversight on the voluntary cleanup efforts. This agreement may be with either the Ventura County Environmental Health Division (EHD) Voluntary Cleanup Program, or with the State Department of Toxic Substance Control (DTSC). A copy of the written agreement shall be provided to the Planning Division Manager prior to final City approvals on the planning entitlements. (MND, G-5)
127. Developer shall submit documentation from an oversight agency that the onsite remediation activities were conducted in a manner consistent with the standard practices, and that the site is determined to be suitable for the intended uses proposed (i.e. residential and commercial). Such documentation shall be submitted to the satisfaction of the Planning Division Manager prior to issuance of any building permits. (MND, G-6)

### *Hydrology and Water Quality*

128. Developer shall submit a SWPPP to verify compliance with NPDES requirements prior to issuance of a Building Permit. (MND, H-1)

### *Noise*

129. For all units in the first row facing Wooley Road and Oxnard Boulevard the following shall be shown on plans prior to issuance of Building Permits and inspected prior to issuance of C of O:
  - a. Roof ceiling construction shall be roofing on ½" plywood. Batt insulation shall be installed in joist spaces. The ceilings shall be one layer of ½" gypboard nailed direct.
  - b. All exterior walls shall be 2x4 studs 16" o.c. with batt insulation in the stud spaces. Exteriors shall be exterior plaster or stucco.
  - c. All north and southwest facing windows and glass doors in the first row of units shall be glazed with STC 29.
  - d. All entry doors shall be 1-3/4" solid core flush wood doors with vinyl bulb weather stripping on the sides and top. Panel doors with panels less than 1-3/4" are not acceptable. Glazing in entry doors is not acceptable.
  - e. No mail slots shall be built into the entry doors.

129. A ventilation system shall be provided so that windows do not need to be opened to provide ventilation to the unit interiors. (MND, K-1)
130. To reduce the noise for outdoor residential spaces and park uses, a sound barrier shall be placed between Wooley Road, the railroad tracks and Oxnard Boulevard to reduce the noise levels for the outdoor spaces to 65dBA or less. An acoustical specialist shall determine the placement, materials and height of the barrier prior to issuance of Building Permits. (MND, K-2)
131. All potential purchasers of dwelling units shall be provided with a disclosure statement relating to the roadway and train noise that affects the property. Owners shall sign the disclosure prior to purchasing a unit. (MND, K-3)

#### ***Public Services***

132. Prior to issuance of a building permit, Developer shall pay the required school impact fees in order to mitigate school impacts. (MND, M-1)
133. Prior to issuance of building permits, Developer shall pay the required Quimby impact fees in order to mitigate the effects of these additional demands. (MND, M-2)
134. Prior to issuance of a building permit, Developer shall pay the following development fees: *Planned Traffic Circulation System Facilities Fees* (Traffic Impact); *Planned Water Facilities Fee*; *Planned Wastewater Facilities Fee*; *Planned Drainage Facilities Fee*; and *Growth Requirement Capital Fee*. (MND, M-3)

#### ***Recreation***

135. The developer is required to pay the Quimby fee to reduce the impacts associated with the proposed development prior to issuance of a building permit. (MND, N-1)

#### ***Transportation/Traffic***

136. Developer shall pay the applicable County/City Traffic Impact fees prior to issuance of a Building Permit. (MND, O-1)
137. In accordance with Caltrans specifications and standards, Developer shall design the project to maintain adequate site distance at all driveways prior to issuance of a Building Permit. (MND, O-2)
138. Prior to issuance of a Building Permit, Developer shall ensure all roadway design specifications are completed by a registered traffic engineer. (MND, O-3)
139. During construction, roadway work shall be completed by a Caltrans qualified contractor. (MND, O-4)

140. Developer shall reduce the amount of commercial square footage or increase the amount of parking until parking demands are met on-site, prior to issuance of a Grading Permit. (MND, O-4)

#### *Utilities and Service Systems*

141. Pay applicable Calleguas Capital Construction charges prior to issuance of Building Permit. (MND, P-1)

#### **ENVIRONMENTAL RESOURCES DIVISION**

142. To ensure that solid waste generated by the project is diverted from the landfill and reduced, reused or recycled, Developer shall submit a "Solid Waste Management & Recycling Plan" to the City for review and approval. The plan shall provide for at least 50% of the waste generated on the project be diverted from the landfill. Plans shall include the entire project area, even if tenants are pursuing or will pursue independent programs. The plan shall be submitted to Planning Division and Environmental Resources Division and approved by the Environmental Resources Division prior to issuance of a building permit. The plan shall include the following information: material type to be recycled, reused, salvaged or disposed; estimated quantities to be processed; management method used; destination of material including the hauler name and facility location. Developer shall use the Solid Waste Management and Recycling Plan form.
143. Developer shall follow the plan and provide for the collection, recycling, and/or reuse of materials (i.e., concrete, wood, metal, cardboard, green waste, etc.) and document results during construction and/or demolition of the proposed project. After completion of demolition and/or construction, Developer shall complete the Solid Waste Management & Recycling report and provide legible copies of weight tickets, receipts, or invoices for materials sent to disposal or reuse/recycling facilities. For other discarded or salvaged materials, Developer shall provide documentation, on the disposal facility's letterhead, identifying where the materials were taken, type of materials, and tons or cubic yards disposed, recycled or reused, and the project generating the discarded materials. Developer shall submit and obtain approval of the Solid Waste Management and Recycling C&D Report form prior to issuance of a certificate of occupancy.
144. Developer shall arrange for materials collection during construction, demolition, and occupancy with either the City Solid Waste Reduction & Disposal Division or other City permitted hauling companies, or Developer shall arrange for self-hauling to an authorized facility.
145. If the commercial portion of the project will generate waste on an ongoing basis during occupancy, Developer shall make provisions to divert at least 50% of the material through source reduction, recycling, reuse, and/or green waste programs. Developer shall submit an Occupancy Recycling Plan which shall include the following information: estimated

quantities and materials to be generated, management method to be used to reduce landfill disposal; quantity, size and location of recycling and trash bins, destination of material including the names of haulers and facility locations. Developer shall use the attached Occupancy Recycling Plan form or a similar format. The Occupancy Plan form must be submitted and approved prior to issuance of a certificate of occupancy.

In addition, Developer shall submit an Occupancy Recycling Report annually to the Environmental Resources Division on the anniversary date of the certificate of occupancy. The Report shall include the following information: material type recycled, reused, salvaged or disposed; quantities, management method, destination of material including hauler names and facility locations. Documentation must be included such as weight tickets or receipts regarding the above.

146. CC&Rs developed for the residential project shall require the homeowner's association to make provisions to divert at least 50% of the material through source reduction, recycling, reuse, and/or green waste programs. Developer shall submit an Occupancy Recycling Plan which shall include the following information: estimated quantities and materials to be generated, management method to be used to reduce landfill disposal; quantity, size and location of recycling and trash bins, destination of material including the names of haulers and facility locations. Developer shall use the attached Occupancy Recycling Plan form or a similar format. The Occupancy Plan form must be submitted and approved prior to the first certificate of occupancy.

In addition, the CC&Rs shall require the homeowner's association to annually submit to the Environmental Resources Division an Occupancy Recycling Report on the Anniversary date of the first certificate of occupancy. The Report shall include the following information: material type recycled, reused, salvaged or disposed; quantities, management method, destination of material including hauler names and facility locations. Documentation must be included such as weight tickets or receipts regarding the above

## **POLICE CONDITIONS**

147. Outdoor Lighting Code & Guideline
- a. Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings
  - b. Unless approved as a specific exception to this guideline, all outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the following exceptions:
    - i. 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.
    - ii. Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to one 60-watt incandescent light) may be partially

shielded provided the bulb is not visible, and the fixture has an opaque top to keep light from shining directly up.

- c. Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on 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
148. Post all vehicle entrances in compliance with California Vehicle Code §22658(a)(1). 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.
149. All street numbers shall be painted on, fastened or otherwise affixed to any premises shall be plain and legible, shall be reflectorized or of a color that contrasts with the background, and shall be no smaller than three inches or larger than five inches.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 21st day of June, 2007, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

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Dr. Sonny Okada, Chairman

ATTEST: \_\_\_\_\_  
Susan L. Martin, Secretary