



Meeting Date: April 10, 2007

ACTION	TYPE OF ITEM
<input type="checkbox"/> Approved Recommendation	<input type="checkbox"/> Info/Consent
<input type="checkbox"/> Res. No(s).	<input type="checkbox"/> Report
<input type="checkbox"/> Ord. No(s).	<input type="checkbox"/> Public Hearing (Info/consent)
<input type="checkbox"/> Other	<input checked="" type="checkbox"/> Other <u>Study Session</u>

Prepared By: Kathleen Mallory, AICP Contract Planner K. Mallory Agenda Item No. R-1
 Reviewed By: City Manager yrb City Attorney Kimbell Finance N/A Other (Specify) N/A

DATE: March 27, 2007

TO: City Council

FROM: Susan L. Martin, AICP SMartin
Planning and Environmental Services Manager

SUBJECT: **Pre-Application Review of a Request for the Redevelopment of the Wagon Wheel Project Area with a Variety of Land Uses to be Located South of the 101 Freeway, West of Oxnard Boulevard, North of the Railroad Tracks, and East of Ventura Road. Filed by Oxnard Village Investments, LLC. 31304 Via Colinas, Suite 103, Westlake Village, CA 91362.**

RECOMMENDATION

That City Council review and provide preliminary comments on a pre-application to redevelop approximately 63 acres known as the Wagon Wheel Project Area with a high-density mixed-use development project including up to 1,500 high density residential dwelling units, a mixed use village commercial center, and bus transfer station.

DISCUSSION

The pre-application process allows City Council members an opportunity to make individual comments concerning the proposal. The Council's preliminary comments may be helpful for the applicant to refine the proposal or to determine whether entitlements should be pursued for the proposal. Comments provided by the Council on this pre-application do not constitute a decision or endorsement of the proposal. In accordance with State Law, *no formal direction or decision-making will take place until such time as a formal application had been filed and has undergone appropriate environmental review and evaluation for consistency with adopted City plans and policies.*

On April 18, 2006 the City Council conducted a pre-application review of the Wagon Wheel redevelopment project, known as "The Village". At this meeting, the Council provided constructive comments to the applicant. One comment pertaining to timing associated with relocation and closure of the mobile home park has resulted in adjustments to the site plan. In summary, the minor site plan changes will occur within the areas known as Planning Areas 17, 18 and 20; amendments to Planning Areas 10 and 11 are minor in nature and do not require pre-

application review, but are identified below and graphically shown for information. A map showing the areas of change is contained within Figure 1 and summarized as follows:

- Planning Areas 17 and 18 – The mixed use and village commercial planning areas were completely re-designed. The most significant changes involved the removal of the sub-grade parking garage and podium building in Planning Area 17. A total of 40 dwelling units were lost as part of this re-design. This re-design also resulted in a slight increase in overall commercial retail square footage, from 47,000 to 50,300 square feet.

The 118 residential dwellings above the mixed use and village commercial retail will be for rent apartments dedicated to couples and families within the very low income category. The apartments will range from 1-3 bedrooms, with the majority being two and three bedroom units. The applicant proposes to give mobile home park residents wishing to relocate on site priority for renting these units. Review and approval by the Community Development Director and the City's Housing Director would still be required (see Figure 3).

- Planning Area 20 – This planning area was re-designed to provide 32 additional dwelling units to achieve the desired overall unit count of 1,500 residential dwelling units. The modification involves the substitution of the northern 4-story podium building with a 3rd 20-story high rise tower and parking structure. The southern 4-story condominium building would remain in approximately the same configuration. Condominium units would be wrapped around the above ground portions of the parking structure (see Figure 4).
- Modifications to Planning Areas 10 and 11 – Townhouse units were re-configured to provide eight additional dwelling units. The street network was also re-configured to provide improved vehicle access to dwellings. All dwellings are still oriented around a landscaped courtyard or pocket park (see Figure 2).

Current Issues for Consideration

1. Is the priority relocation proposal acceptable and consistent with State law?
2. Are there concerns with the creation of a 3rd 20-story tower placed adjacent to Oxnard Boulevard?

Prior Issues for Consideration

The following issues are still relevant; the modified site plan does not address these questions or concerns:

1. *General Plan Amendment – Land Use Designation:* The City's General Plan designates the subject site for regional commercial land uses, which anticipates commercial retail, office, hotels, and other service uses. Residential units are currently prohibited within such land use designation. A General Plan Amendment would be needed. The precise General Plan designation would be determined as part of the Specific Plan.

2. General Plan Amendment – Floor Area Ratio: The maximum floor area ratio (FAR) that may be considered under the General Plan is 1:1, subject to review of a full-scope environmental impact report. FAR's based upon the current General Plan designation are expected to be exceeded at full build-out and therefore, would be an issue to be considered as part of an amendment to the General Plan. The maximum FAR would be established within the Specific Plan.
3. General Plan Amendment – Residential Density: The General Plan currently provides for a maximum residential density up to 30 dwelling units per acre. Density associated with the flats and high rise condos will exceed the density permitted within the General Plan and will be an issue that would need to be considered as part of an amendment to the General Plan.
4. General Plan – Policy Consistency: The Community Design Element of the General Plan includes the following policies, which pertain specifically to high-rise developments:
 - a. Policy #14: High-rise development (which is considered to be any type of inhabitable structure that has nine or more stories) shall be limited to the following areas: Financial Plaza/Oxnard Town Center/Wagon Wheel, Mandalay Bay Specific Plan Area, and Rice Avenue/Highway 101 Interchange.
 - b. Policy #15: In order to achieve a varied and interesting skyline, high-rise development shall be required to provide roof features and caps that avoid a "flat-top" appearance, and provide relief of exterior vertical planes with vertical setbacks. Specific plans and zoning ordinances shall be amended to provide appropriate design criteria.
 - c. Policy #16: High-rise buildings should be limited to 25 stories.
 - d. Policy #18: High-rise buildings adjacent to residential areas shall be sited and developed so as to mitigate and minimize impacts on adjacent neighborhoods. Conditions of mitigation may include but are not limited to:
 - "Public utility improvements (water, sewer, drainage systems)
 - Street improvements (street surfaces, curbs, gutters, sidewalks)
 - Neighborhood improvements (street trees, entries, improved access, park maintenance)
 - Neighborhood security (streetlights, graffiti removal)
 - Freeway and interchange right-of-way landscaping
 - Contributions to affordable housing" (CC Reso. 10,504; Case #92-2)
5. Redevelopment Project Area: The project location is within the established Historic Enhancement and Revitalization of Oxnard (HERO) redevelopment area. The applicant would be required to comply with all the requirements of the redevelopment area plan.
6. Mobile Home Closure: Consistent with the City of Oxnard's Mobile Home Park Closure Ordinance (Ordinance No. 2097), The Village project will involve the closure of the existing 130 space mobile home park and the potential relocation of the existing residents.
7. Connectivity with Redevelopment of Levitz: The Village project will include a transit center which will be located adjacent to the commercial uses and provide connectivity with

redevelopment of the Levitz site to the east; this can create synergy between the project site and the Levitz parcel related to the potential for transit oriented development which encourages the use of public transit.

8. Gateway Freeway Design and Aesthetics: The project will be highly visible from U.S. 101 and North Oxnard Boulevard. Design opportunities exist to create an aesthetically pleasing view from State and City roadways.
9. Site Planning with Adjacent Properties and Land Use: The density and height of the project is substantially higher than the adjacent neighborhood.
10. Economic: Approximately 50,000 square feet of commercial and office square footage is proposed in addition to the significant reinvestment into the Wagon Wheel area.

FINANCIAL IMPACT

None

Attachments: 1 – Property vicinity and location map
2 – Revised site plan project plans and detailed sections (4 sheets)



Project Site

PZ 05-600-9

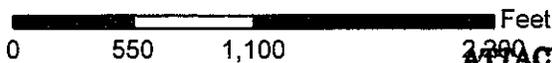
Aerial Map



Planning & Environmental Services



January 26, 2006



000045

2,200
ATTACHMENT
 PAGE 1 OF 1

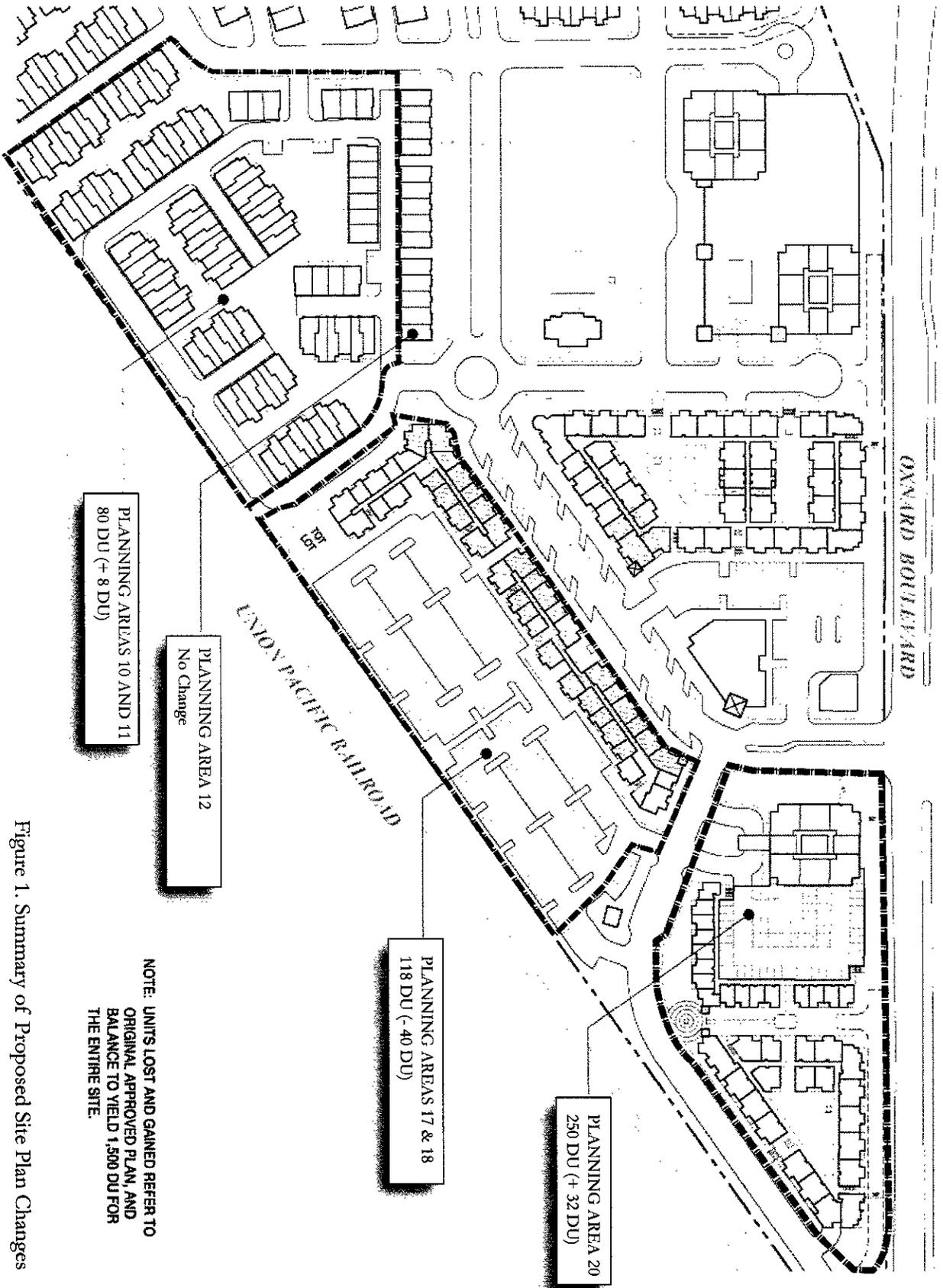


Figure 1. Summary of Proposed Site Plan Changes



SCHEME 3

CONCEPTUAL SITE PLAN
THE VILLAGE
OXNARD, CALIFORNIA

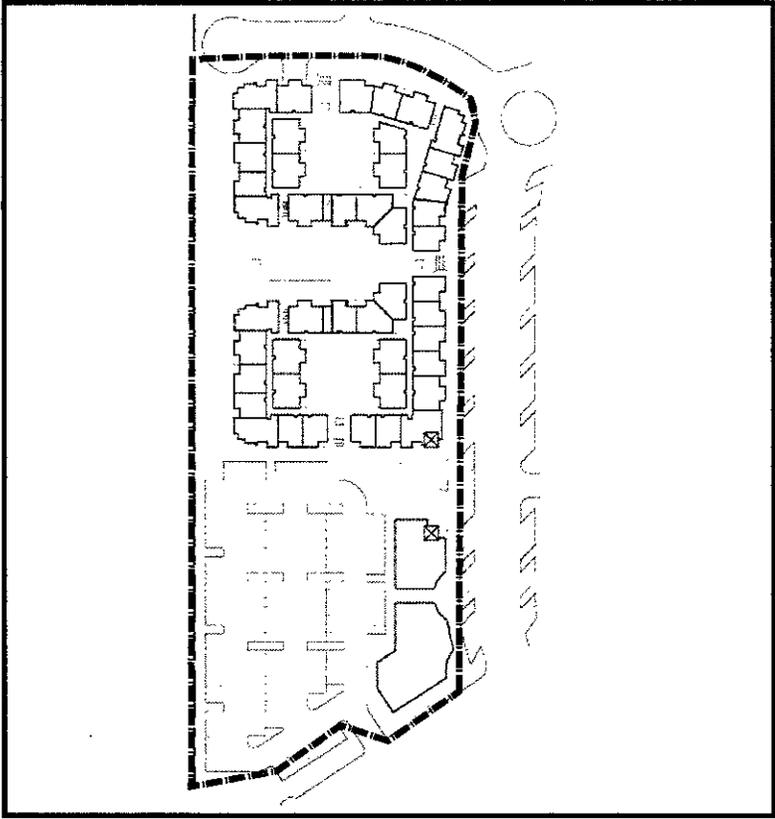
DATE: FEBRUARY 21, 2002
PROJECT #: 2000-02
SCALE: 1/4" = 1'-0"

NORTH
SHEET #:
PARCELIZATION
PLAN

000046

CONCEPTUAL SITE PLAN
THE VILLAGE
OXNARD, CALIFORNIA

Planning Areas 17 and 18 - Original Site Plan
 158 Condo Dwelling Units/23,000 SF of Retail



Planning Areas 17 and 18 -Modified Site Plan
 118 Apartment Dwelling Units/26,300 SF of Retail

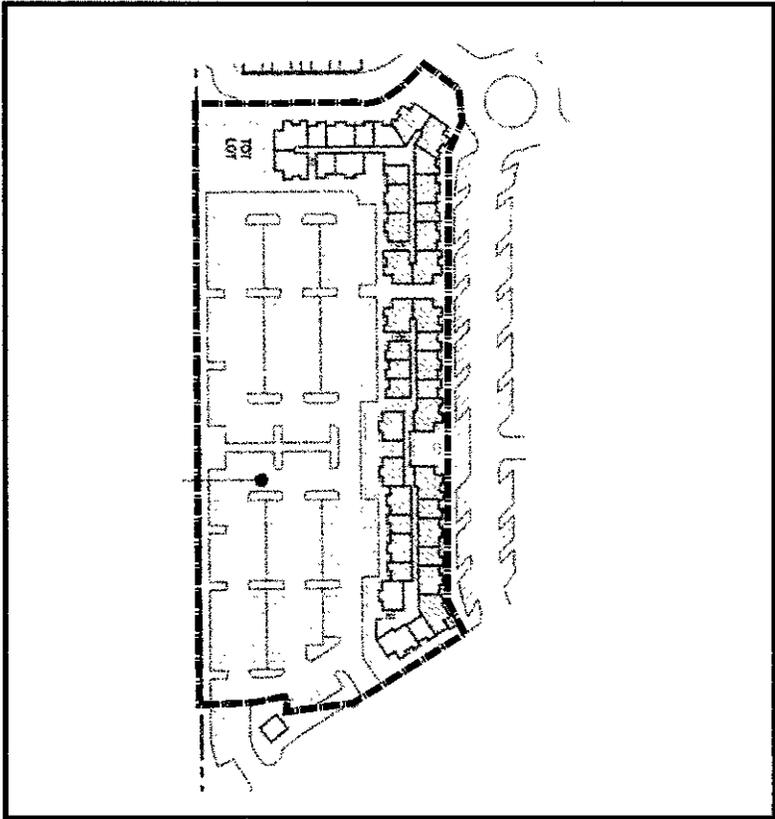


Figure 3. Planning Areas 17 and 18 Detail Comparison

CONCEPTUAL SITE PLAN

THE VILLAGE
 OXNARD, CALIFORNIA
 ATTACHMENT 2

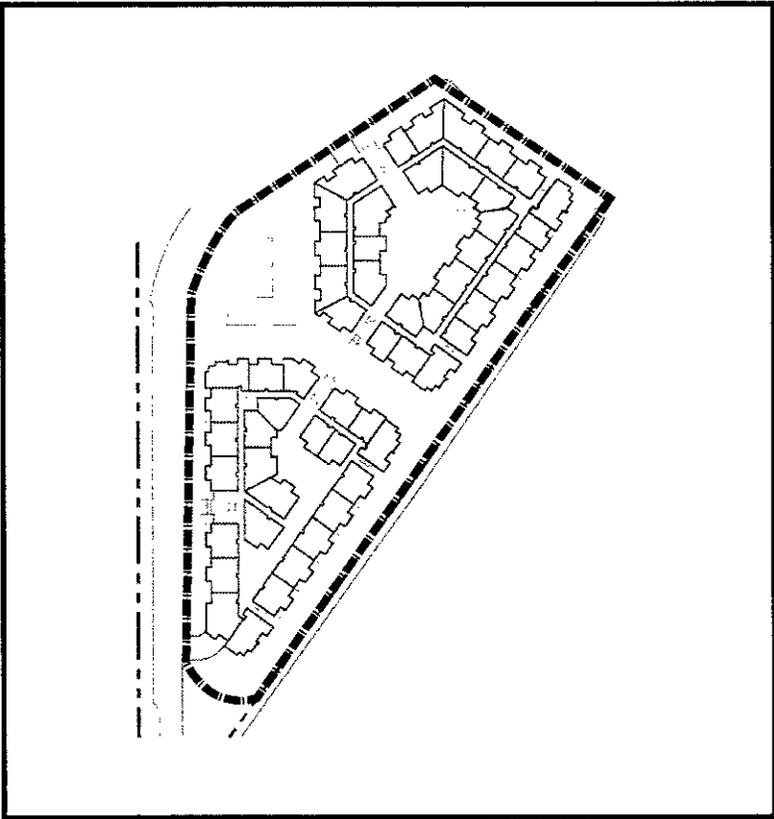
Oxnard Village
 Investments, LLC

000047

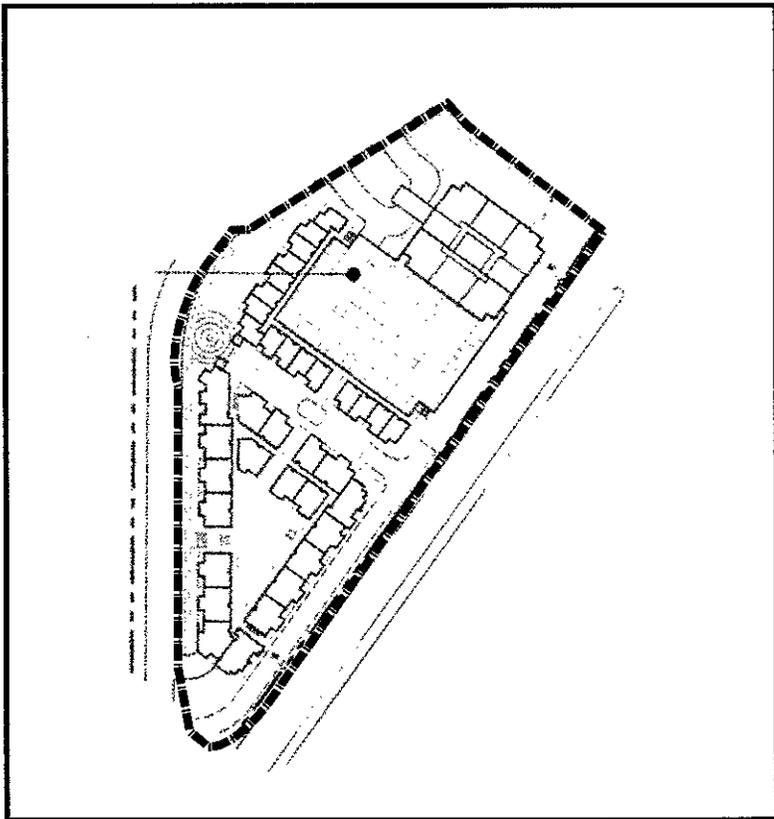
DATE: FEBRUARY 2008
 PROJECT: 200-02
 SCALE: 1"=100'
 NORTH SHEET:
 PARCELIZATION PLAN

SCHEME 3





Planning Area 20 - Original Site Plan
218 Condo Dwelling Units - Podium Type



Planning Area 20 - Modified Site Plan
250 Condo Dwelling Units - Podium/High Rise Type

Figure 4. Planning Areas 20 Detail Comparison

CONCEPTUAL SITE PLAN

THE VILLAGE
OXNARD, CALIFORNIA

ATTACHMENT 2

PAGE 3 OF 4

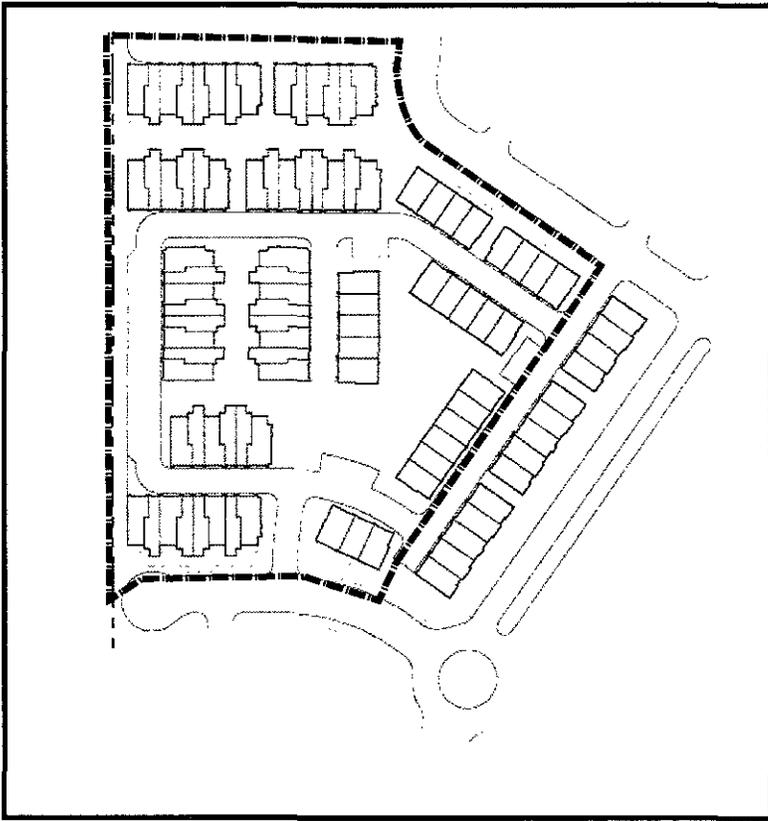
Oxnard Village
Investments, LLC

000048

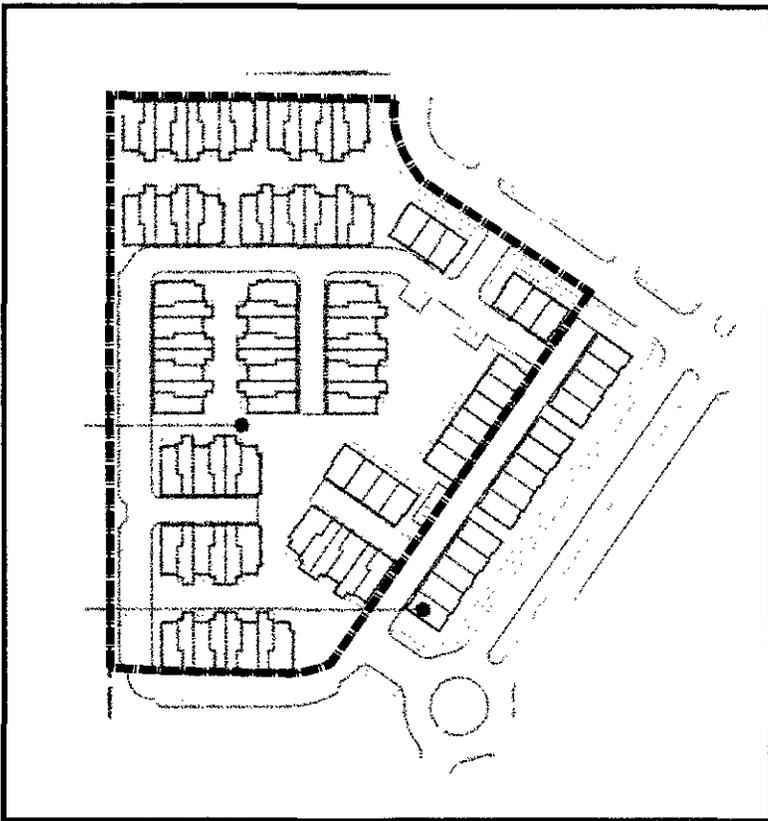
DATE: FEBRUARY 21, 2012
PROJECT #: 200-00-0000
SCALE: 1/8" = 1'-0"
NORTH SHEET: PARCELIZATION PLAN

SCHEME 3





Planning Areas 10 and 11 - Original Site Plan
72 Dwelling Units



Planning Areas 10 and 11 -Modified Site Plan
80 Dwelling Units

Figure 2. Planning Areas 10 and 11 Detail

CONCEPTUAL SITE PLAN

THE VILLAGE
OXNARD, CALIFORNIA

ATTACHMENT 2

PAGE 4 OF 4

Oxnard Village
Investments, LLC

000049

DATE: FEBRUARY 11
PROJECT #: 200-02
SCALE: 1"=1'-0"
NORTH
SHEET #: 3
PARCELIZATION
PLAN

SCHEME 3



WATSON CONSULTANTS GROUP, INC.