



**Planning Division**

**PLANNING COMMISSION  
STAFF REPORT**

**TO:** Planning Commission

**FROM:** Kathleen Mallory, AICP, Contract Planner

**DATE:** April 7, 2011

**SUBJECT:** SouthShore Specific Plan, Planning & Zoning Permit Nos. 03-620-03 (General Plan Amendment), 03-640-01 (Specific Plan), 03-560-01 (Prezoning), 07-300-16 (Tentative Subdivision Map for Tract No. 5427), 05-670-03 (Development Agreement) and Findings and Statement of Overriding Consideration

**1) Recommendation:** That the Planning Commission, in accordance with the CEQA Findings of Fact and Statement of Overriding Consideration for the SouthShore Specific Plan project:

- a) Adopt a resolution recommending that the City Council approve Planning and Zoning Permit No. 03-620-03 for a general plan amendment, subject to certain findings;
- b) Adopt a resolution recommending that the City Council approve Planning and Zoning Permit No. 03-640-01 for a specific plan, subject to certain findings;
- c) Adopt a resolution recommending that the City Council approve Planning and Zoning Permit No. 03-560-1 for prezoning, subject to certain findings;
- d) Adopt a resolution recommending that the City Council approve Planning and Zoning Permit No. 07-300-16 for Tentative Subdivision Map for Tract No. 5427, subject to certain findings and conditions; and
- e) Adopt a resolution recommending that the City Council approve Planning and Zoning Permit No. 05-670-03 for a Development Agreement.

**2) Project Description and Applicant:** The SouthShore project is generally located on the north side of Hueneme Road, east of Edison Drive, west of Olds Road, and south of the Tierra Vista and Villa Capri Neighborhoods (see Attachment A – Vicinity and General Plan Maps). This area (approximately 322 acres) proposes a mix of uses including up to 1,545 residential dwelling units of varying types and densities; a 9.6 acre elementary school; a 28.5 acre community park; 15.3 acres of neighborhood parks and greenbelts; a 34 acre lake and open space areas; a 4.2 acre mixed-use commercial marketplace; and approximately 37.2 acres of light industrial uses. A general plan amendment is proposed to change the 2020 Land Use Map for the specific plan area from low-medium density residential, general commercial, parks, and open

space buffer to specific plan. The tentative tract map will allow for phased development within the project area over the next 30 years. The City Council certified the Final Environmental Impact Report for the SouthShore project on March 23, 2010 (FEIR No. 05-03). SouthShore application filed by Hearthside Homes/Ito Farms, 6 Executive Circle, Suite 250, Irvine, CA 92614.

The project requires City approval of several entitlement actions listed below:

- Annexation of the specific plan area to the City and the simultaneous detachment of the same areas from the Ventura County Resource Conservation District and the Ventura County Fire Protection District. Annexation of the SouthShore Specific Plan area to the City of Oxnard is subject to approval by LAFCO.
- Approval of a General Plan Amendment consisting of changes to the 2020 Land Use Map for the specific plan area and changes to the text of the 2020 Land Use Element with minor changes to other elements (see discussion at Section 6)b) below).
- Establishment of zoning for the specific plan according to the City's Zoning Ordinance, since the property is not currently within the City limits.
- Approval of a tentative tract map for the subdivision of the specific plan area.
- Approval of a development agreement between the City of Oxnard and the property owners for the specific plan area.

**3) Existing & Surrounding Land Uses:** The SouthShore Specific Plan encompasses approximately 321.8 acres of vacant land within the unincorporated portion of south Oxnard. The subject property is located within the City of Oxnard's City Urban Restriction Boundary (CURB) limits. The property is located adjacent to but not part of the Ormond Beach Redevelopment Area.

The SouthShore Specific Plan area is currently made up of flat agricultural fields with drainage ditches and several existing farm structures and residential buildings. The agricultural land within the specific plan area is almost exclusively devoted to the cultivation of row crops. The northerly and westerly edges of the site are owned by Southern California Edison (SCE) and contain transmission towers and 220 KV overhead transmission lines. The ground around the transmission towers is currently used for agriculture activities. An underground high-pressure gas line runs within the most westerly portion of the SCE transmission corridor.

**TABLE 1  
 SOUTHSORE SPECIFIC PLAN  
 EXISTING AND SURROUNDING USES**

LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	County of Ventura Agricultural Exclusive (A-E)	Low Medium Density Residential (R-2), General Commercial (C-2), School, Park and Open Space Buffer	Agriculture

LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
North	Manufactured Home Planned Development (MHPD), Multifamily Residential Planned Development (R-2-PD), and Single Family Residential (R-1)	Factory Built, Medium Density Residential (R-3), Low Density Residential (R-1)	Mobile home park (Villa Capri), Single family residential (Tierra Vista Neighborhood)
South	County of Ventura	R-2, Open Space Buffer	Agriculture (South Ormond Beach Specific Plan area)
East	County of Ventura	County of Ventura	Agriculture
West	Garden Apartment Planned Development (R-3-PD), Limited Manufacturing Planned Development (M-L-PD)	R-3, Limited Industrial (M-L)	Multifamily Residential (Terrace Estates), Vehicle Preparation Facility (Pacific Vehicle Processors)

4) **Background Information:** The applicant Hearthside Homes/Ito Farms, is requesting the City of Oxnard adopt the SouthShore Specific Plan (see Attachment B – SouthShore Specific Plan). The property is located immediately adjacent to the current City limits to the north and west and is located in unincorporated Ventura County, but is within the City of Oxnard’s Sphere of Influence (SOI) as defined by the Ventura County Local Area Formation Commission (LAFCO) and within the City of Oxnard’s City Urban Restriction Boundary (CURB) limits. Annexation of the SouthShore Specific Plan area to the City of Oxnard is subject to approval by LAFCO. In addition to LAFCO approval, the Metropolitan Water District of Southern California and the Calleguas Municipal Water District must approve the annexation of the specific plan area into their respective jurisdictions. The ownership and affected assessor parcel numbers (APN) for the subject property are shown in the below table.

**TABLE 2  
 SOUTHSORE SPECIFIC PLAN  
 PROPERTY OWNERS AND PARCEL NUMBERS**

PROPERTY OWNER	GROSS ACRES	APN
Southern California Edison	60.5	223-0-030-125, -145, -185, -195, -205
Pacific Lighting Service Co.	0.7	223-0-030-225
SouthShore Land Company LLC	14.7	223-0-030-255
Ruby Ishimoto	5.0	223-0-030-275
Ruby Katsuda	9.8	223-0-030-285
Ritsuo & Kazuko Ito/Sachiko Ito	85.3	223-0-030-295
SouthShore Land Company LLC	24.5	223-0-030-300
ITO Farms, Inc.	84.0	223-0-030-310
Plum Vista	35.4	223-0-030-320
City of Oxnard	1.8	224-0-043-155, 224-0-054-355
<b>Total</b>	<b>321.7</b>	

Source: FEIR, Ormond Beach Specific Plans, Table 2-1

According to the applicant<sup>1</sup>, the SouthShore Specific Plan is the result of an 8-year process beginning in 2003. Prior to submitting an application, the applicant reviewed the 2020 Oxnard General Plan and a 1999 Study of Ormond Beach prepared by the Urban Land Institute (ULI). According to the applicant, the ULI study was very influential in designing the SouthShore Specific Plan, as it recommended high-quality planning, a mix and range of housing, a pedestrian-oriented community with connections to surrounding neighborhoods, a series of parks, commercial services, and a corridor to connect Rose Avenue and Hueneme Road. Between 2004 and 2011 the applicant also received substantial input from City staff, districts and other public agencies, Point Mugu Naval Air Station, various community groups and residents through a series of community workshops and eight Development Advisory Committee (DAC) meetings. DAC meetings and Community workshops are listed in Sections 7 and 8 of this staff report.

On July 26, 2005 the City Council approved the pre-application process to initiate staff review of the proposed project. The City Council also directed that the project should proceed with a development agreement.

On March 23, 2010 the City Council certified the Environmental Impact Report (EIR) for the SouthShore Specific Plan and South Ormond Beach Specific Plan Projects. Environmental review of the project is discussed further in Section 5 of this staff report.

Individual builders/project developers will be required to obtain discretionary permits through the Development Design Review (DDR) process, which is an administrative process that does not involve a public hearing. These permits will be subject to review for consistency with the SouthShore Specific Plan and approval by the Planning Manager, unless they are appealed to the Planning Commission.

- 5) Environmental Determination:** The proposed development is subject to review in accordance with the California Environmental Quality Act (CEQA)<sup>2</sup>. In accordance with Section 15080 et seq. of the State CEQA Guidelines, the City of Oxnard prepared an EIR (SCH #2005091094) for the Ormond Beach Specific Plan area, which included the proposed SouthShore Specific Plan and the South Ormond Beach Specific Plan (referred to as the Northern Subarea and the Southern Subarea in the EIR.) The EIR comprehensively analyzed the environmental impacts caused directly and/or indirectly by both the SouthShore and South Ormond Beach Projects, and identified mitigation measures for each potentially significant impact (see Attachment C – FEIR; the document is available on line or a CD is available for the public; a CD for the Planning Commission is included with this staff report packet)..

<sup>1</sup> Ed Mountford, Heathside Homes, Planning Commission Regular Meeting, Item G1, Study Session, Presentation on the SouthShore Specific Plan, March 3, 2011.

<sup>2</sup> Public Resource Code, Section 21000 et seq.

In accordance with Section 15060 of the State CEQA Guidelines, the City of Oxnard Planning and Division determined in its initial review that there was a potential for the projects to cause significant environmental impacts and that an EIR was clearly required for the projects. Therefore, an initial study was not required to be prepared, pursuant to Section 15063 (a) of the State CEQA Guidelines. The City did, however, conduct scoping meetings in May and June 2004 to inform interested stakeholders about the proposed projects and to solicit comments regarding the proposed projects.

On September 16, 2005, the City issued a Notice of Preparation (NOP) with a 30-day public review period from September 16, 2005 to October 17, 2005, advising the public and responsible agencies that an EIR would be prepared (EIR No. 05-03). The City received a number of written comments on the NOP.

On May 18, 2007, the City of Oxnard published a Notice of Availability/Notice of Completion for the Ormond Beach Specific Plan Draft EIR (DEIR). The May 2007 DEIR was circulated for public review and comment for a period of 60 days, ending on July 20, 2007. During the public review process, the City accepted approximately 65 written and/or oral communications with comments on the proposed projects and the DEIR. The City also hosted two Planning Commission hearings (June 21 and July 19, 2007) and a separate community workshop on July 16, 2007. The City reviewed the comments and determined that several subjects addressed in the DEIR warranted additional analysis. These sections included: water resources; biological resources; air quality; and alternatives analysis.

The Recirculated Draft EIR (RDEIR) was published on July 23, 2008, initiating a 45-day public review period; the public comment period was later extended to September 22, 2008. The City accepted approximately 60 written communications regarding the July 2008 RDEIR. The City prepared written responses to the comments received on the RDEIR, and included those responses in the Final Environmental Impact Report (FEIR), dated November 23, 2009.

The FEIR for the SouthShore Specific Plan and South Ormond Beach Specific Plan Projects (Ormond Beach Development Projects) was published on November 23, 2009, at least 10 days prior to FEIR certification as required by CEQA Guidelines Section 15088. On December 10, 2009, the Planning Commission considered the FEIR and made a recommendation to the City Council to certify the FEIR document.

On March 23, 2010 the City Council certified FEIR No. 05-03 (City Council Resolution No. 13,775) and required the preparation of an Adaptive Management Plan (AMP) that would identify mitigation comparable to FEIR Biology Mitigation Measure No. 2 regarding creation and/or restoration of raptor foraging habitat. The City Council also required that specific mitigation in the AMP consist of open space and/or fees to be determined by the Development Agreements for each Ormond Beach Development Project. In accordance with the City Council's requirements, the Ormond Beach Specific Plan area Raptor Foraging Habitat Restoration Project AMP is being considered for review in conjunction with the SouthShore Specific Plan (see Attachment D – Adaptive Management Plan).

The purpose of the AMP is to provide a cohesive plan that will mitigate the coastal raptor and general avian foraging habitat impacts identified in the FEIR and outline the necessary steps for property owners to achieve required mitigation within the project areas or within adjacent qualifying habitat areas. To this purpose, the Ormond Beach AMP includes mitigation requirements, a habitat restoration implementation plan, a maintenance schedule, mitigation monitoring, adaptive responses to be implemented if the initial program is unsuccessful, and review of funding requirements. Consistent with the FEIR, the AMP addresses both the SouthShore and South Ormond Beach Projects independently as well as collectively.

Based upon the analysis contained in the FEIR, the SouthShore Specific Plan would result in one or more Class I potentially significant and unavoidable impacts in the following four impact sections: aesthetic/visual resources, air quality, agricultural resources, and noise. The EIR also concluded that one or more potentially significant but mitigable (Class II) impacts would result with the implementation of the SouthShore Specific Plan in the following nine impact sections: air quality, agricultural resources, biological resources, cultural resources, geology, hazards and hazardous materials, noise, transportation, and water resources. Less than significant (Class III) impacts were identified for the SouthShore Specific Plan within the following eleven sections: aesthetic/visual resources, air quality, agricultural resources, biological resources, geology, hazards, water resources, land use and planning, noise, public facilities and services, and transportation.

CEQA Section 21081 and the State CEQA Guidelines require that a public agency make specific findings before a project is approved if the project involves Class I significant and unavoidable environmental impacts. These findings are required to include consideration of benefits of the project such as economic, legal, social, technological or other benefits that may outweigh the potential significant effects on the environment. As discussed above, the project would result in the following significant impacts which, even after application of feasible mitigation, cannot be mitigated to a less than significant level and therefore remain significant and unavoidable:

- **Air Quality:** The project exceeds thresholds from construction- and project-related operational ROC and NOX emissions resulting from heavy equipment used during construction, vehicular traffic, space and water heating, and consumer products.
- **Agricultural Resources:** The proposed development would convert approximately 321.8 acres of prime farmland currently used for agricultural operations to urban and open space uses. When taken into consideration with other pending urban development projects in the City of Oxnard, the proposed project would result in a cumulative effect on agricultural resources that is considered significant and unavoidable.
- **Noise:** Along Pleasant Valley Road, the City's Noise Ordinance standards would be exceeded for existing residential development.
- **Visual/Aesthetic Resources:** The transition of land from agricultural to urban uses constitutes a substantial change in the visual character of the area. The City of Oxnard views agricultural lands as an important visual resource, and loss of this resource is an unavoidable consequence of development.

Accordingly, findings and a Statement of Overriding Considerations (SOC) were prepared pursuant to the CEQA and are included within the resolution of approval approving the SouthShore Specific Plan. State law stipulates that approval of the findings and SOC are not required until action is taken on a project. In addition to the general project benefits such as employment, housing, and increased property and sales tax revenue, the specific project benefits and overriding considerations identified with the findings for the SouthShore Specific Plan Project include the following public benefits:

1. New Elementary School.
2. Provide Affordable Housing in Excess of City Requirements.
3. Contribute to Habitat Protection at Ormond Beach.
4. Parks/Open Space.
5. Reclaimed Water Infrastructure.
6. Acceleration of Infrastructure Improvements.
7. Maintenance Yard Improvements.
8. Contribution to Development of College Park.
9. Fire Station.
10. Waste Management Vehicles.

A discussion of the public benefits associated with the project is provided in Section 6 (m) (Section 6.5 of the Development Agreement) of this staff report and is detailed on pages 106 through 108 of the findings and SOC. The Development Agreement would remain in effect for thirty years from the approval date, and would lock the Growth Requirement Capital Fees for this project for five years at the rate in effect at the time of City Council's approval of the first final map and adjusted annually. The Planning Commission is advisory to the City Council on this issue.

**6) Analysis:**

**a) General Discussion:** The Land Use Plan in Attachment B and the Land Use Designations in the below table show the proposed distribution of uses within the SouthShore Specific Plan Project area. The SouthShore Specific Plan also proposes a system of public facilities and service infrastructure to support the proposed development.

**TABLE 3  
 SOUTHSORE SPECIFIC PLAN  
 LAND USE DESIGNATIONS**

Land Use Designation	Land Use District	Gross Acres	DU or SF
Residential-Low	R-1 (SSP)	71.9	369 DU
Residential-Low Medium	R-1 AND R-2 (SSP)	59.3	407 DU
Residential-Medium	R-3 (SSP)	44.5	749 DU
Mixed-Use (Residential)	C-2 (SSP)		20 DU*
Mixed-Use (Commercial)	C-2 (SSP)	4.2	62,726 SF

Land Use Designation	Land Use District	Gross Acres	DU or SF
Light Industrial	M-L (SSP)	37.2	381,000 SF
School	R-2 (SSP)	9.6	
Park and Open Space	C-R AND SSP	77.6	
Arterial Roadway		17.5	
<b>Total Acreage</b>		<b>321.8</b>	
<b>Residential Units</b>			<b>1,545 DU</b>
<b>Non-Residential Building Floor Area</b>			<b>443,726 SF</b>

SSP = refers to SouthShore Specific Plan

DU = Dwelling Unit

SF = Square Feet

\* = 20 units to be deducted out of cumulative du total = not to exceed 1,545 du for entire SSP

**Residential:** Proposed residential densities will range from single-family homes from approximately 4.5 to 7.6 and up to 12 dwelling units per gross acre (du/ac) to multifamily with a density of up to 18 du/ac. The average density for all proposed residential areas within the Southshore Specific Plan is approximately 8.8 du/ac<sup>3</sup>, which is consistent with the 2020 General Plan's zoning designation of Residential Low-Medium (8 to 12 du/ac.) A maximum of 1,545 dwelling units can be built in the SouthShore Specific Plan<sup>4</sup>. A minimum of ten percent (10%) of the total residential units within the SouthShore Specific Plan will be designated as affordable housing. As discussed in Section 6.2.8 of the SouthShore Specific Plan, an additional five percent (5%) of residential units may either be provided as affordable rental units on-site or accommodated through payment of an affordable housing in-lieu fee. If the additional units are provided on-site, they will not count towards the total number of housing units<sup>5</sup>. Affordable housing is discussed further under Section 6(k) of this staff report.

**Mixed-Use:** The Land Use Plan for the SouthShore Specific Plan proposes 4.2 gross acres of mixed-use residential and commercial development at the northwest corner of SouthShore Drive<sup>6</sup> and Hueneme Road. The anticipated commercial uses could include retail and personal service businesses. Up to 20 attached residential units may be incorporated within the mixed-use area.

**Light Industrial:** The 37.2 gross acre area that forms the westerly and northerly edge of the specific plan area west of Rose Avenue is owned by Southern California Edison (SCE). The zoning purposed for this portion of the SCE property would allow for self-storage, boat and recreational vehicle storage, and commercial/incubator development (uses that are generally permitted in the City's M-L Limited Manufacturing Zone). When the specific plan was initially drafted, SCE proposed these industrial uses under their transmission lines as a means of generating revenue. More recently, SCE has modified its corporate real estate policies to prohibit the construction of permanent structures directly under transmission lines. Given

<sup>3</sup> SouthShore Specific Plan Exhibit 2-4, 1,545 dwelling units divided by 175.9 gross acres = 8.8 du/ac.

<sup>4</sup> SouthShore Specific Plan, Section 8.4.3(a)

<sup>5</sup> SouthShore Specific Plan, Section 6.2.8

<sup>6</sup> Final street names will be clarified as part of the future final map and are subject to approval by the City of Oxnard Street Naming Committee.

that this policy may change in the future and SCE may elect to again pursue development of higher revenue generating uses under their transmission lines, the specific plan allows for light industrial land uses on the SCE property. The most likely use of the property in the foreseeable future is growing nursery stock. To accommodate the continuing agricultural use of the SCE property, the specific plan also includes the requirement for eight to eight and one half-foot high, solid, decorative, masonry zone walls between the M-L District (SCE property) and the adjacent Commercial/Mixed-Use District and/or Residential District<sup>7</sup>. Furthermore, the City of Oxnard requires the inclusion of notification within the deeds of the abutting residential properties to let the residential property owners know that their properties are located next to agricultural use.

Schools: A public elementary school site is planned within the SouthShore Specific Plan; this 9.6-acre elementary school would be developed in conjunction with West Park. At the time that the FEIR was certified, a 53.9-acre high school site was proposed along the easterly edge of the specific plan near the northwest corner of Hueneme Road and Olds Road. However, the Oxnard High School District has recently indicated that they are no longer interested in constructing a high school in this location and therefore, 262 residential units will be constructed in this location. The specific plan includes an Alternative Land Use Plan and the environmental impacts associated with this alternative were fully evaluated and certified in the FEIR.

Parks and Open Space: The specific plan includes 77.6 gross acres of park land and open space. The park names provided in the SouthShore Specific Plan and referenced in this staff report are placeholders; the final park names will be determined at a future date and are subject to approval by the City of Oxnard Parks and Recreation Commission. An approximately 28.5-acre Community Park is proposed along the northern portion of the SouthShore Specific Plan and would provide pedestrian connections to and from the existing Tierra Vista neighborhood located to the north of SouthShore. West Park (3.7 acres) would be integrated with open play turf area for the proposed elementary school and would contain amenities compatible with elementary-school-age users, such as a "tot lot" and elementary age play equipment. Central Park (5.2 acres) would be located in the center of the SouthShore Specific Plan and would provide a moderately-sized amphitheatre. East Park (1.8 acres) would be located in the east portion of the specific plan, and tie into the Olds Road Trail Corridor. Other park and open space areas proposed for the Southshore Specific Plan include Rose Green, Arnold Green, the Olds Road Trail Corridor, and the Lake SouthShore open space area. The Olds Road Trail Corridor (Agricultural Buffer) would serve as a community landscape buffer and would incorporate a Class I multi-use pedestrian/bicycle trail as well as a Class II bike lane. The Community Park is located under the SCE power lines east of the Rose Avenue extension and immediately south of the Tierra Vista neighborhood. Under the terms of the development agreement, the developer is required to: 1) finance a lease with SCE (with the City as the lessee) and; 2) finance and construct the park improvements. If these terms aren't met, then the owners are required to

<sup>7</sup> SouthShore Specific Plan, Section 6.9.6, Item 8

pay park fees to the City with no credit or offset for public parks and recreational facilities dedicated or constructed in accordance with the Specific Plan.

Lake SouthShore, a proposed 18-acre man-made lake within a larger 33.8 gross acre open space area, would be constructed along the north side of Hueneme Road. Lake SouthShore would serve a variety of functional purposes including an aesthetic feature and open space along Hueneme Road, storm water detention, a water quality Best Management Practice (BMP), and a storage facility for reclaimed water. A 10-foot-wide Class I multi-use trail is proposed within the open space area along Hueneme Road. The trail would provide a link to the community pedestrian sidewalks, and a Class II bike lane system is proposed along Hueneme Road, SouthShore Drive, "A" Street, Olds Road and part of Rose Avenue.

Soil Import: Development of the SouthShore Specific Plan would require net import of approximately 450,000 cubic yards of fill material. The source of the fill material is most likely sediment that was removed from Calleguas Creek channel and is currently stockpiled adjacent to the channel. The import of the material is projected to occur over an approximate 11-week timeframe.

Development Phases: The applicant proposes to develop the SouthShore Specific Plan in four phases. The phases are primarily divided by 1<sup>st</sup> Avenue, 2<sup>nd</sup> Avenue and 17<sup>th</sup> Street from west to east and are depicted within the Phasing Plan in the SouthShore Specific Plan. The four phases are described below:

Phase I includes:

- Rose Avenue extension, roundabout, and SouthShore Drive<sup>8</sup> to Hueneme Road;
- Hueneme Road removal and reconstruction to full required paved width from Edison Drive to Olds Road;
- Elementary school (as determined by the Ocean View School District);
- West Park;
- Rose Green;
- Westerly portion of Lake SouthShore to Arnold Road;
- Improvement of the westerly portion of the Lake SouthShore trails and open space area;
- Collector/local streets west of 1<sup>st</sup> Avenue and the northerly extension of Arnold Road to "C" Street and easterly extension of "C" Street to Arnold Road;
- Single-family detached residential units west of 1<sup>st</sup> Avenue;
- Attached residential units and private recreation facilities in AR-1 through AR-5, all adjacent to SouthShore Drive;
- Attached residential units and private recreational facilities in AR-6 west of Arnold Road and south of "C" Street; and
- Self Storage, Boat/RV Storage, and Commercial/Incubator areas on SCE property.

<sup>8</sup> Final street names will be clarified prior to City Council consideration of the project and are subject to review by the City of Oxnard Street Naming Committee.

Phase II includes:

- Westerly portion of the Community Park between Rose Avenue and 2<sup>nd</sup> Avenue;
- Central Park; and
- Single-family detached residential units between 1<sup>st</sup> Avenue and 2<sup>nd</sup> Avenue;

Phase III includes:

- Additional portion of the Community Park;
- Arnold Green; and
- Single-family detached residential units between 2<sup>nd</sup> Avenue and 17<sup>th</sup> Street.

Phase IV includes:

- The balance of the Community Park;
- Olds Road widening removal and reconstruction to full required paved width, including enhanced parkway adjacent to Olds Road from the northerly project boundary to Hueneme Road;
- Single-family detached residential units and attached residential (AR-7) east of 17<sup>th</sup> Street;
- The Commercial/Mixed-Use development;
- Collector/local streets east of 17<sup>th</sup> Street;
- East Park;
- Easterly portion of Lake SouthShore (east of Arnold Road); and
- Improvement of the easterly portion of the Lake SouthShore trails and open space area.

**b) General Plan Consistency:** The SouthShore Specific Plan area is currently designated Agricultural under the Ventura County General Plan. However, the area is within the SOI of the City of Oxnard and is depicted within the “Ormond Beach Proposed Specific Plan area” on the City of Oxnard 2020 General Plan. The City’s 2020 General Plan states that a “specific plan will be required for any development in this area”.<sup>9</sup>

Approval of General Plan map and text amendments are requested to facilitate the project. A number of General Plan Elements are proposed to be amended as part of the project; a summary of the Elements to be amended is contained in Attachment F (General Plan Amendment resolution.)

The 2020 General Plan designates the SouthShore Specific Plan site as predominately Low-Medium Density Residential (8-12 du/ac), with the southwest corner of the property designated Schools, General Commercial and Park; and the eastern and northern perimeter of the property (SCE) designated Open Space Buffer. Minor refinements are required to some General Plan maps to reflect the more detailed location of land uses and roadways within the SouthShore Specific Plan Area, and to change the land use designation for the SCE lands along the western and northern edge of the specific plan area from Open Space Buffer to Limited

<sup>9</sup> City of Oxnard 2020 General Plan, Land Use Element, p. V-41

Industrial to allow development of light industrial uses (self-storage and commercial/incubator). Corresponding refinements to the General Plan text are necessary to accommodate the specific plan. The 2020 General Plan Land Use Element and other General Plan Elements<sup>10</sup> shall be amended as part of this project to reference City approval of the SouthShore Specific Plan.

The proposed land use map provides a higher level of specification of use type than the General Plan Land Use Map, but is generally consistent with the 2020 General Plan. An amendment to the 2020 land use map is required for the self-storage and commercial/incubator uses. The light industrial uses (self-storage and commercial/incubator) west of Rose Avenue along the northern and western edges of the SouthShore Specific Plan are not consistent with the General Plan's Open Space Buffer designation, and will be subject to a General Plan amendment. However, the proposed project is consistent with the policies and goals of the City of Oxnard 2020 General Plan Land Use Element. The project was reviewed for consistency with applicable City General Plan Elements as follows: Land Use, Growth Management, Community Design, Parks and Recreation, Open Space and Conservation, Public Facilities, Circulation, Safety, Noise and Economic Development.

**TABLE 4  
 SOUTHSORE SPECIFIC PLAN  
 GENERAL PLAN CONSISTENCY**

<b>POLICY</b>	<b>DISCUSSION</b>
<p><b>Land Use Element Goals</b></p> <p><b>Goal 1</b> - A balanced community meeting housing, commercial and employment needs consistent with the holding capacity of the City.</p> <p><b>Goal 2</b> - Preservation of scenic views, natural topography, natural physical amenities, and air quality.</p> <p><b>Goal 3</b> - A balance between jobs and housing within a reasonable commuting distance from each other.</p> <p><b>Land Use Element Objectives</b></p> <p><b>Objective 1</b> - Limit the urbanized area of the City and facilitate a permanent greenbelt between Oxnard and neighboring cities.</p>	<p>The proposed project provides a range of housing opportunities, including detached single-family units and attached multi-family residential neighborhoods. Existing and projected infrastructure, including transportation networks, water, wastewater treatment, and solid waste capacity would accommodate the additional residential, mixed-use commercial and light industrial development consistent with the City's holding capacity as detailed in the General Plan and reviewed within the Ormond Beach Specific Plans FEIR. As discussed in FEIR Sections 3.3 (Water Resources) and 3.9 (Public Facilities and Services), the project will have sufficient water supply and other public facilities and services to meet the needs of the development. Therefore, the project is consistent with Land Use Goal #1 and Objective #2.</p> <p>The proposed residential, mixed-use commercial and light industrial land uses would be compatible with the height, mass, and scale of surrounding residential and limited industrial development. The proposed single family homes would share a similar zoning to the Tierra Vista neighborhood to the north, and accordingly a similar size,</p>

<sup>10</sup> A list of the Elements to be amended is contained in Attachment F (General Plan Amendment resolution.)

<b>POLICY</b>	<b>DISCUSSION</b>
<p><b>Objective 2</b> - Provide a variety of housing types throughout the City.</p> <p><b>Objective 4</b> - Provide for adequate space for schools, libraries, park and recreation areas, and the expansion needs of public facilities to enhance the quality of life for all citizens.</p> <p><b>Objective 6</b> - Ensure that all new development will be consistent with the Ventura County Air Quality Management Plan and other regional plans.</p> <p><b>Objective 10</b> - Encourage the development of mixed uses in appropriate areas to reduce commuting.</p>	<p>bulk, and scale. As discussed in Section 3.13 (Visual/Aesthetic Resources) of the FEIR, the development of the SouthShore Specific Plan would have a less than significant impact on scenic vistas. The proposed project is also consistent with the policies and analysis direction of the Ventura County Air Quality Management Plan, which is ensured by the environmental documentation and review process. Additionally, Mitigation Measure AQ-4, which includes contributions to the Transportation Demand Management (TDM) fund, would reduce impacts on air quality. Therefore, the project as mitigated is consistent with Land Use Goal #2 and Land Use Objective #6.</p> <p>The SouthShore Specific Plan will provide a range of housing, including affordable housing, within close proximity of the proposed South Ormond Beach Industrial Park, which was reviewed under the same EIR as the proposed project. South Ormond Beach Industrial Park would provide approximately 217 acres of light industrial space and 62 acres for business/research park development. SouthShore also includes 4.2 acres of mixed-use commercial development and 37.2 acres of light industrial space. Therefore, the project is consistent with Land Use Goal #3 and Objective #10.</p> <p>The property adjoins the corporate limits of the City of Oxnard to the north and west, is within the City of Oxnard's SOI and within the City of Oxnard's CURB limits. The proposed project additionally includes a 150-foot-wide agriculture buffer on the east edge of SouthShore to protect adjacent agricultural land from urban encroachment. No greenbelts would be impacted by the proposed project. Therefore, the project is consistent with Land Use Objective #1.</p> <p>The proposed project includes a new public school. It also provides 39.2<sup>11</sup> gross acres of park land, which exceeds the city requirement of 17.8 acres of parkland for this project. Therefore, the project is consistent with Land Use Objective #4.</p>
<p><b>Growth Management Element Goals</b></p>	<p>The property adjoins the corporate limits of the City of Oxnard to the north and west, is serviced by City</p>

<sup>11</sup> Community Park 28.5 gross acres + West Park 3.7 gross acres + Central Park 5.2 gross acres + East Park 1.8 gross acres = 39.2 gross acres parkland.

<b>POLICY</b>	<b>DISCUSSION</b>
<p><b>Goal 1</b> - Sensible urban growth based on the ability to provide the necessary governmental services and municipal utilities.</p>	<p>municipal services and utilities, and would not significantly impact the ability of the utility and service providers to meet demand created by the project. Therefore, the project is consistent with Growth Management Goal #1.</p>
<p><b>Goal 2</b> - Maintain the quality of life desired by the residents of Oxnard.</p>	<p>The proposed project would provide a desirable quality of life by increasing local housing opportunities and providing recreational amenities for future residents. The project area is also in close proximity to schools, parks and commercial opportunities, thereby providing for a high quality of life for residents. Therefore, the project is consistent with Growth Management Goal #2.</p>
<p><b>Goal 3</b> - Orderly growth and development that is consistent over the life of the 2020 General Plan, fostered by the CURB.</p>	<p>Public services and facilities presently serve the land uses to the north and west of the project site. Only connections to existing infrastructure would be necessary to provide such services to the proposed project. All public services, including fire and police protection, can adequately support the proposed project at current staff capacity. Additionally, as outlined in the FEIR and the Development Agreement, the developer will contribute \$2,000,000 towards the construction of a new fire station, and will pay fees to support both capital improvements and operating costs of the new station. Therefore, the project is consistent with Growth Management Objective #1.</p>
<p><b>Growth Management Element Objectives</b></p>	<p>All available and feasible mitigation measures to reduce potential impacts on air quality, traffic, noise, and other resources are incorporated into the proposed project. Therefore, the project as mitigated is consistent with Growth Management Objective #2.</p>
<p><b>Objective 1</b> - Insure that public services and facilities are in place at the time of need or prior to the time new development occurs.</p>	<p>The property adjoins the corporate limits of the City of Oxnard to the north and west, is within the City of Oxnard's SOI and within the City of Oxnard's CURB limits. Agricultural lands east of the Study Area would be protected from conversion to urban or other uses by the existing SOAR ordinance. Additionally, the project would not require further extension or expansion of infrastructure or services that could induce or serve additional growth beyond the project. The proposed project also includes a 150-foot-wide agriculture buffer on the east edge of SouthShore to protect adjacent agricultural land from urban encroachment. Accordingly, the project would not be a catalyst for new surrounding development. Therefore the project is consistent with</p>
<p><b>Objective 2</b>- Insure that new development avoids or fully mitigates impacts on air quality, traffic congestion, noise, and resource protection.</p>	
<p><b>Objective 3</b> - Monitor the pace of growth and development throughout the City to assure achievement of the goals and policies of this 2020 General Plan.</p>	
<p><b>Objective 5</b> - Create an appropriate balance between urban development and preservation of agricultural uses within the Planning Area. Development exclusively within the CURB while leaving the balance in Resource Protection, Open Space or Agricultural designations is presumptively an appropriate balance.</p>	

<b>POLICY</b>	<b>DISCUSSION</b>
<p><b>Housing Element Goals</b></p> <p><b>Goal 1</b> - Maintain and improve the quality of existing housing and neighborhoods.</p> <p><b>Goal 2</b> - Provide increased opportunities for the construction of quality new housing.</p> <p><b>Goal 3</b> - Expand and protect housing opportunities for lower-income households and special needs groups.</p> <p><b>Goal 5</b> - Ensure Fair and Equal Housing opportunity.</p> <p><b>Housing Element Policies</b></p> <p><b>Policy 2.2</b> - Encourage the production of housing that meets all economic segments of the population, including lower-, moderate- and upper income housing to achieve a balanced community.</p> <p><b>Policy 2.3</b> – Ensure that sites for residential development have appropriate services and facilities, including sewage collection and treatment, domestic water supply, and other needed infrastructure.</p> <p><b>Policy 3.3</b> – Continue to require new housing developments to reserve a portion of units for lower-income households through the Affordable Housing Ordinance. Establish the following priorities for fulfillment of Ordinance requirements: 1<sup>st</sup> priority – affordable units on-site, 2<sup>nd</sup> priority: affordable units off-site; and 3<sup>rd</sup> priority: in-lieu housing fee.</p> <p><b>Policy 5.4</b> – Encourage the production and dispersal of new affordable housing for lower-income households throughout the City to promote wider choice and avoid an over-concentration in any one</p>	<p>Growth Management Objectives #3 and #5.</p> <p>The Southshore Specific Plan proposes 1,545 residential dwelling units. These dwellings are designed as a mix of high quality single-family homes and multi-family building types that will help meet the existing and projected housing needs of the City of Oxnard. The housing mix includes 776 single-family detached homes in 5 residential lot sizes (3,738 sf to 5,820 sf), and 749 multi-family attached homes, all proposed at various sales prices and rental rates, and 20 mixed use units. A minimum of ten percent (10%) of the total residential units will be designated affordable housing. An additional five percent (5%) of residential units may either be provided as affordable rental units on-site or accommodated through payment of an affordable housing in-lieu fee. Therefore, the project is consistent with Housing Goals #1, 2, 3 and 5, and Policies #2.2, 3.3 and 5.4.</p> <p>Public services and facilities presently serve the land uses to the north and west of the project site. Only connections to existing infrastructure would be necessary to provide such services to the proposed project. As discussed in FEIR Sections 3.3 (Water Resources) and 3.9 (Public Facilities and Services), the project will have sufficient water supply and other public facilities and services to meet the infrastructure needs of the development. Therefore, the project is consistent with Housing Element Policy #2.3.</p>

<b>POLICY</b>	<b>DISCUSSION</b>
residential community.	
<p><b>Community Design Element Goals</b></p> <p><b>Goal 1</b> - A unified and high quality visual image for the City.</p> <p><b>Goal 2</b> - A thoughtful and sympathetic relationship between the built environment and the natural environment.</p> <p><b>Community Design Element Objectives</b></p> <p><b>Objective 1</b> - Maintain the unique coastal and agricultural character of Oxnard.</p> <p><b>Objective 2</b> - Preserve the visual identity and character of existing neighborhoods.</p> <p><b>Objective 3</b> - Preserve the City's unique natural features and historic structures.</p> <p><b>Objective 5</b> - Achieve quality architectural and landscape architectural design that recognizes its surrounding natural environment.</p> <p><b>Objective 6</b> - Upgrade major entryways to the City with landscaping and/or signage to enhance the City's image and sense of place.</p>	<p>The development regulations in the specific plan establish development standards for orderly development of the specific plan, including setbacks, building heights, landscape requirements, public art requirements, regulations on lighting, and other unifying features. The specific plan further establishes design guidelines for architecture and landscaping that can be consistently applied to the SouthShore community, thereby maintaining a cohesive high design quality for the community. Therefore, the project is consistent with Community Design Goal #1.</p> <p>The SouthShore community was designed based on the Ahwanhee Principles, which seek to establish a better quality of life through thoughtful, attractive and sustainable design. Examples within SouthShore include the provision of a central park as a community gathering place, the hierarchy of public parks and open space, and the Lake Southshore coastal setting of dunes, grasses, and native and non-invasive plantings, which is carried through the streetscapes, parks and other open space areas of the community. Therefore, the project is consistent with Community Design Goal #2.</p> <p>The specific plan incorporates architectural themes that are drawn from Oxnard's historic residential areas near downtown and from other coastal areas in California. Proposed residential, mixed-use and light industrial land uses are compatible with the surrounding developed land uses, which include single-family residences, multifamily residences, and a vehicle preparation facility. The proposed single family homes would share a similar zoning to the Tierra Vista neighborhood to the north, and accordingly a similar size, bulk, and scale. Light industrial development on the western portion of the specific plan would be compatible with the existing light industrial facility to the west of the subject property. Therefore, the project is consistent with Community Design Objectives #1, 2, and 3.</p> <p>The project site does not presently contain substantial natural habitat, and the proposed project would integrate a substantial amount of native landscaping to recognize the surrounding natural environment. Therefore, the project is consistent with Community Design Objective #5.</p>

POLICY	DISCUSSION
	<p>The SouthShore community is located at a gateway to south Oxnard from Hueneme Road, which is a designated scenic route. The 150- to 400-foot-wide Lake SouthShore Open Space area on the northern side of Hueneme road is designed to create a thematic southern edge for the SouthShore Community and become the cornerstone of the City of Oxnard's "Image Corridor/Scenic Highway" for Hueneme Road as identified in the 2020 Community Design Map. Therefore, the project is consistent with Community Design Objective #6.</p> <p>The project has been reviewed by City of Oxnard's Development Advisory Committee (DAC), and the proposed design meets with DAC's approval. Therefore, the project is consistent with the Community Design Element Goals and Objectives. DAC review is discussed under Section 7 of this staff report.</p>
<p><b>Parks and Recreation Element Goals</b></p> <p><b>Goal 1</b> - A variety of quality recreation facilities and resources for Oxnard residents.</p> <p><b>Parks and Recreation Element Objectives</b></p> <p><b>Objective 1</b> - Expand the variety of park types developed by the City.</p> <p><b>Objective 2</b> - Build sufficient Neighborhood Parks, Community Parks and Special Purpose Facilities to meet the needs of the future residents of the City by the year 2020.</p> <p><b>Objective 7</b> - Create a physical link for pedestrian and bicycle traffic between facilities.</p>	<p>The SouthShore Specific Plan proposes the construction of a wide variety of passive and active recreational areas to meet the needs of future residents and the greater Oxnard community by the year 2020. The SouthShore Specific Plan includes 39.2<sup>12</sup> gross acres of park land, and 38.4<sup>13</sup> gross acres of open space. A 28.5 acre Community Park on the northern portion of the project would contain turf fields, picnic areas, and pedestrian connections to and from the existing Tierra Vista neighborhood. The 33.8-acre Lake SouthShore open space area would include a 10-foot wide multi-use trail along with a variety of footpaths, seating areas, gazebos, trellises and other passive amenities. West Park would be located next to a public elementary school and provide opportunities for potential joint use (if agreed upon with School District) of playfields and hard court areas. Central Park, as the largest neighborhood park, would also serve as a focal point for the community, with a moderate sized amphitheater as a venue for local community events. East Park would serve as a third focal point for the community and links to the Olds Road Trail Corridor. The future recreational needs of Oxnard residents would also be addressed with enhanced pedestrian parkways on SouthShore Drive and Hueneme Road. Therefore, the project is consistent with Parks and Recreation Goal #1 and Objectives #1, 2 and 7.</p>

<sup>12</sup> Community Park 28.5 gross acres + West Park 3.7 gross acres + Central Park 5.2 gross acres + East Park 1.8 gross acres = 39.2 gross acres parkland.

<sup>13</sup> Lake SouthShore Open Space area 33.8 gross acres + Olds Road Trail Corridor/agricultural buffer 2.4 gross acres + Rose & Arnold Greens 2.2 gross acres = 38.4 gross acres open space.

POLICY	DISCUSSION
<p><b>Open Space and Conservation Element Goals</b></p> <p><b>Goal 1</b> - Maintenance and enhancement of natural resources and open space.</p> <p><b>Open Space and Conservation Element Objectives</b></p> <p><b>Objective 2</b> - Manage water resources to prevent overdraft and loss of water quality.</p> <p><b>Objective 3</b> – Protect agricultural lands from premature and unnecessary urbanization.</p> <p><b>Objective 5</b> - Provide adequate open space areas to satisfy the current and future recreation needs of the City.</p> <p><b>Objective 6</b> - Manage urban development to protect open space areas that provide for public health and safety.</p>	<p>The SouthShore Specific Plan proposes 38.4<sup>14</sup> gross acres of open space on land within the Oxnard CURB. The project includes an approximately 18-acre lake, which will serve as a natural filtration system for any runoff from the site and as a potential reservoir for reclaimed water for reuse in the parks and open space areas. Lake SouthShore has also been specifically designed to accommodate peak storms and reduce downstream impacts on City and County Flood Control Facilities to levels acceptable to the agencies. The project will include a 150-foot-wide agricultural buffer along the eastern boundary of the site to protect adjacent agricultural land from urban encroachment. The plant palettes exclude invasive species that could have downstream impacts on riparian habitat, wetlands, and beaches and dunes. Therefore, the project is consistent with Open Space and Conservation Goal #1 and Objectives #3 and 6.</p> <p>The North Ormond Water Supply Assessment and Verification study was completed for the proposed plan (Kennedy/Jenks Consultants, July 2009 and addenda November 2009) and reviewed within Section 3.3 of the FEIR for the project. The study concluded that the City of Oxnard has a sufficient supply of water for the project under all hydrologic conditions. Based upon this study, the SouthShore development project represents approximately two percent of the year 2030 projected water demand in the City. Onsite storm drain facilities are designed to direct storm flows to an onsite man-made lake (Lake SouthShore), which will store post-development runoff and meter outlet flow amounts to the Oxnard Industrial Drain. The specific plan also proposes a system of Best Management Practices (BMPs) that employ multiple layers of water quality management, including low impact storm water management techniques such as bio-filtration and aeration, water quality filters and wetland planter areas, and lake retention of stormwater runoff are proposed to improve water quality. Therefore, the project is consistent with Open Space and Conservation Objective #2.</p> <p>The SouthShore Specific Plan proposes to construct approximately 39.2<sup>15</sup> gross acres of active and passive</p>

<sup>14</sup> ibid

<sup>15</sup> Community Park 28.5 gross acres + West Park 3.7 gross acres + Central Park 5.2 gross acres + East Park 1.8 gross acres = 39.2 gross acres parkland.

POLICY	DISCUSSION
	<p>recreation park areas and 38.4<sup>16</sup> gross acres of open space. These figures include a community park, neighborhood parks, greens, and trail corridors with bicycle and pedestrian trails. The project also includes an 18-acre man-made lake within a larger 33.8-acre open space area. Open space areas around the lake will offer multi-use pedestrian and bicycle trails around the lake, and passive recreation areas in various locations along its edge. Therefore, the project is consistent with Open Space and Conservation Objective #5.</p>
<p><b>Public Facilities Element Goals</b></p> <p><b>Goal 1</b> - Public facilities and services are adequate to serve existing and future development within the City's Urban Service Area.</p> <p><b>Public Facilities Element Objectives</b></p> <p><b>Objective 1</b> - Ensure a water distribution and storage system adequate for existing and future development.</p> <p><b>Objective 2</b> - Ensure adequate sanitary sewer and waste water treatment plant capacity to accommodate existing and future development.</p> <p><b>Objective 3</b> - Reduce solid waste requiring disposal at local landfills and encourage recycling.</p> <p><b>Objective 4</b> - Provide adequately sized storm drain systems to accommodate existing and future needs.</p> <p><b>Objective 5</b> - Provide adequate police and fire facilities.</p>	<p>The project includes a public school and approximately 77.6 acres of public parks and open space. Future development of the subject site will be phased to ensure that adequate infrastructure and municipal services are in place prior to issuance of an occupancy permit. Waste disposal facilities within SouthShore will be provided consistent with City of Oxnard standards, which encourage recycling through the use of household recycling bins. Therefore, the project is consistent with Public Facilities Goal #1 and Public Facilities Objectives #1, 2, and 3.</p> <p>The subject site is relatively flat and consists of minimal drainage improvements. Stormwater from the agricultural fields currently flows from northeast to southwest across the site and exits the site at three locations: Hueneme Road at Edison Drive, Arnold Road and Olds Road. Development of the SouthShore Specific Plan will establish a formal storm drain system, including onsite above and below ground detention facilities and drainage diversion and conveyance facilities, and will provide the required storm water treatment facilities to ensure compliance with the City's drainage requirements and the water quality requirements established by the Clean Water Act. Therefore, the project is consistent with Public Facilities Objective #4.</p> <p>Development of the SouthShore Specific Plan will conform with Fire Department access and building separation requirements. All structures will be oriented toward the street to discourage crime and vandalism, and constructed pursuant to current building codes, thereby reducing the potential project related burden on the Oxnard Police and Fire Departments. Additionally, as</p>

<sup>16</sup> Lake SouthShore Open Space area 33.8 gross acres + Olds Road Trail Corridor/agricultural buffer 2.4 gross acres + Rose & Arnold Greens 2.2 gross acres = 38.4 gross acres open space.

<b>POLICY</b>	<b>DISCUSSION</b>
	<p>outlined in the FEIR and the Development Agreement, the developer will contribute \$2,000,000 towards the construction of a new fire station, and will pay fees to support both capital improvements and operating costs of the new station. Therefore, the project is consistent with Public Facilities Objective #5.</p>
<p><b>Circulation Element Goals</b></p> <p><b>Goal 1</b> - A transportation system that supports existing, approved and planned land uses throughout the City while maintaining a level of service "C" on all streets and at all intersections.</p> <p><b>Goal 2</b> - A public transportation system that serves the needs of residents and workers of Oxnard.</p> <p><b>Circulation Element Objectives</b></p> <p><b>Objective 1</b> - Minimize conflicts between automobiles, bicycles and pedestrians.</p> <p><b>Objective 2</b> - Reduce congestion at major intersections within the City of Oxnard.</p> <p><b>Objective 3</b> - Minimize vehicle miles traveled.</p> <p><b>Objective 4</b> - Improve access to the Port of Hueneme and the Ventura Freeway.</p> <p><b>Objective 5</b> - Achieve a level of service "C" on all City roads where feasible, subject to necessary environmental review.</p> <p><b>Objective 6</b> - Reduce dependency on automobile use for travel needs and increase the use of alternative forms of transportation as a means of reducing energy consumption and vehicle emissions.</p> <p><b>Objective 7</b> - Increase transit ridership through improved local transit service.</p> <p><b>Objective 8</b> - Develop street designs,</p>	<p>The SouthShore Specific Plan includes a Master Roadway Plan that accommodates proposed uses and provides connection with existing land uses in Oxnard. The SouthShore Specific Plan was designed to encourage pedestrian activity by including a centrally located elementary school, recreational amenities within ¼ to ½ mile of all planned residential dwellings, and an interconnected, pedestrian friendly street and bicycle trail network. According to the traffic analysis within the FEIR, with the implementation of the mitigation measures, SouthShore traffic would not significantly impact area intersections. Therefore the proposed transportation system will support existing, approved and planned uses, and is consistent with Circulation Goal #1.</p> <p>To promote the use of mass-transit, the circulation plan for SouthShore has been designed to facilitate connections to public transportation in the Oxnard area. This includes connections to primary arterials, a logical roadway layout that maximizes opportunities for designated public bus stops, locations of the school and higher-density residential and mixed-use along major arterials, and inclusion of quality design guidelines for public transportation stops. Therefore, the project is consistent with Circulation Goal #2 and Circulation Objective #7.</p> <p>The SouthShore Specific Plan was designed with a mix of commercial, light industrial and residential uses within a comfortable walking distance of one another and a variety of interconnected, pedestrian friendly streets, off-street and on-street bike paths including Class II bike lanes along Hueneme road, "A" Street, Olds Road and Rose Avenue/SouthShore Drive to facilitate citywide bicycle commuting. The project also includes an efficient hierarchy of streets utilizing traffic calming measures at key intersections. Therefore, the project is consistent with Circulation Objectives #1, 3, 6 and 9.</p> <p>Hueneme Road serves as the main east-west access route to the Port of Hueneme. Hueneme Road will be improved between Edison Drive and Olds Road to meet or exceed</p>

<b>POLICY</b>	<b>DISCUSSION</b>
<p>install signals and signs, and remove unnecessary all-way stops to minimize interruption in traffic flow.</p> <p><b>Objective 9</b> - Provide a City wide system of safe, efficient and attractive bicycle routes for commuter, school and recreational use.</p>	<p>the City's Primary 4-lane Divided Arterial Standards as set forth in the Circulation Element of the City's General Plan, including roadway width. Therefore, the project is consistent with Circulation Objectives #4.</p> <p>Traffic impacts were analyzed at 40 intersections surrounding the subject property and likely to be used for commuting between the subject property and Highway 101 and Highway 1. Under existing traffic conditions, two intersections, Saviers Road/Channel Islands Boulevard and Rose Avenue/Cesar Chavez Drive, operate below Level of Service (LOS) "C". Under the existing projects plus pending projects traffic conditions (without project traffic), seven intersection are projected to operate at LOS "F", and fourteen intersections are projected to operate at LOS "D" or "E" during the p.m. peak hour; eight of the intersections operate below LOS "C" during the a.m. peak hour. The FEIR requires the project to implement specific traffic mitigation measures at Ventura Road/Hueneme Road and Saviers Road/Channel Islands Boulevard and improvements at 15 additional intersections in combination with development of the South Ormond Beach Specific Plan. Implementation of these mitigation measures will reduce both project specific and cumulative traffic impacts to less than significant levels. Therefore, the project is consistent with Circulation Objectives #2 and #5.</p> <p>The project integrates a variety of traffic-calming measures to minimize interruption in traffic flow. These features include enhanced intersection details and a neighborhood traffic circle at the intersection where Rose Avenue becomes SouthShore Drive. Therefore, the project is consistent with Circulation Objective #8.</p>
<p><b>Safety Element Goals</b></p> <p><b>Goal 1</b> - Maintenance and enhancement of a safe community.</p> <p><b>Safety Element Objectives</b></p> <p><b>Objective 3</b> - Minimize damage to public and private property from flooding.</p> <p><b>Objective 5</b> - Provide effective and efficient fire protection services.</p> <p><b>Objective 6</b> - Provide effective and</p>	<p>The SouthShore Specific Plan was designed to maintain and enhance the safety of the community for residents and visitors through a variety of community planning and design components aimed at traffic-calming, "eyes on the street," and similar Traditional Neighborhood Design elements discussed in Section 6(d) Site Design of this staff report and described in SouthShore Specific Plan Chapter 4 (Circulation) and Section 7.6 (Community Streetscapes). Therefore, the project is consistent with Safety Goal #1.</p> <p>The SouthShore Specific Plan proposes drainage improvements that will avoid or reduce potential flooding impacts through the design of the Lake SouthShore and</p>

<b>POLICY</b>	<b>DISCUSSION</b>
<p>efficient police protection services.</p>	<p>related community drainage system. Lake SouthShore will provide necessary storm water storage for post development runoff, and will also meter outlet flow amounts to the Oxnard Industrial Drain. SouthShore does not lie within any City-designated 100-year-flood area or area subject to tsunami as designated in Exhibit IX-3 of the Safety Element. Therefore, the project is consistent with Safety Objective #3.</p> <p>Development within SouthShore will meet current Fire and Police Department service requirements. As such, building design, building orientation and vehicle circulation will comply with the applicable fire and police development standards. All public park and open space site plans and facility designs, including parking areas and restrooms, will be submitted to and approved by the City of Oxnard Police and Fire Departments. Additionally, as outlined in the FEIR and the Development Agreement, the developer will contribute \$2,000,000 towards the construction of a new fire station, and will pay fees to support both capital improvements and operating costs of the new station. Therefore, the project is consistent with Safety Objectives #5 and #6.</p>
<p><b>Noise Element Goals</b></p> <p><b>Goal 1 - A quiet environment for the residents of Oxnard.</b></p> <p><b>Noise Element Objectives</b></p> <p><b>Objective 1 - Provide acceptable noise levels for residential and other noise-sensitive land uses consistent with State guidelines.</b></p> <p><b>Objective 2 - Protect noise sensitive uses from areas with high ambient noise levels.</b></p> <p><b>Objective 3 - Integrate noise considerations into the community planning process to prevent noise/land use conflicts.</b></p>	<p>The project is located near the Point Mugu Naval Air Station, Union Pacific Railroad (UPRR) track, and is adjacent to Hueneme road, which is a City-designated truck route. The project incorporates a 150- to 400-foot-wide open space corridor between residences and Hueneme Road as part of the project design in order to reduce and/or avoid significant noise impacts. Light industrial/storage uses have been planned adjacent to the UPRR, separating railroad noises from residences. In addition, the FEIR prepared for the project concluded that with incorporation of mitigation measures designed to reduce noise from the construction phases of the project, and mitigation measures designed to reduce noise levels affecting future residents of SouthShore, noise impacts can be reduced to less than significant levels. Therefore, the project is consistent with Noise Goal #1 and Noise Objectives #1, #2 and #3.</p>
<p><b>Economic Development Element Goals</b></p> <p><b>Goal 1 - A stable, diversified, and well-balanced economy.</b></p>	<p>The SouthShore Specific Plan provides a variety of land uses intended to: (1) stimulate balanced growth without impacting undeveloped land outside of the City's CURB or impacting the City's downtown businesses, (2) generate employment opportunities (such as retail and light industrial) adjacent to residential uses, (3) provide a</p>

POLICY	DISCUSSION
<p><b>Goal 2</b> - Optimum utilization of natural and man-made resources.</p> <p><b>Goal 3</b> - A variety of economic opportunities throughout the City.</p> <p><b>Economic Development Element Objectives</b></p> <p><b>Objective 1</b> - Enhance the City's quality of life through better career opportunities, increased diversity of leisure, cultural, and recreational opportunities and upgraded level of public facilities and amenities.</p> <p><b>Objective 2</b> - Enhance Oxnard's image as a progressive city that is responsive to quality growth.</p> <p><b>Objective 3</b> - Identify and attract high quality commercial, retail and industrial businesses to Oxnard that are compatible with the community's business climate and that are not detrimental to the existing local economy.</p> <p><b>Objective 4</b> - Stimulate small businesses.</p> <p><b>Objective 5</b> - Improve transportation for the Oxnard Plain, including air, land and water.</p> <p><b>Objective 9</b> - Reduce the unemployment and under employment of Oxnard residents by providing a variety of local jobs.</p>	<p>range of housing, including affordable housing, within close proximity of the proposed South Ormond Beach Industrial Park to be located to the south of the subject property, and (4) generate revenue for the City of Oxnard in the form of sales tax revenue and payment of development fees. Therefore, the project is consistent with Economic Development Goal #1, and Objectives #2, #3, #4 and #9.</p> <p>The SouthShore Specific Plan will provide a range of housing opportunities, schools, recreational amenities, mixed-use commercial and light industrial business opportunities, infrastructure and arterial roadway improvements, and revenue for the City. Therefore, the project is consistent with Economic Development Goals #2 and 3, and Objective #5.</p> <p>The above listed amenities will enhance the quality of life for all residents of Oxnard by creating opportunities for leisure, recreation, public gatherings, education, and high quality housing. Therefore, the project is consistent with Economic Development Objective #1.</p>

**c) Conformance with Zoning Development Standards:** The property is presently zoned Agricultural Exclusive (A-E) under the Ventura County Zoning Ordinance. The SouthShore Specific Plan proposes a land use plan and map, development standards and design guidelines for six proposed Land Use Districts (i.e., zones). Each Land Use District includes a specific set of permitted land uses, densities, lot sizes and dimensions, setbacks from streets and property lines, building heights, maximum floor area ratios, and other development regulations. Adoption of the specific plan establishes the land plan and development standards for the specific plan area; the specific plan will function as the zoning regulations

for development within the project area. Where applicable development standards and regulations are not specified in the specific plan, the provisions of the City of Oxnard Zoning Ordinance will be used to regulate development. A copy of the SouthShore Land Use District Map is provided in Attachment B to this staff report.

Chapter 6.0 of the SouthShore Specific Plan provides development standards applicable to each of the six Land Use Districts including:

- Detached Residential [R-1 (SSP SouthShore Specific Plan)];
- Residential [R-2 (SSP)];
- Attached Residential [R-3 (SSP)];
- General Commercial [C-2 (SSP)], which allows auxiliary development of attached residential;
- Limited Manufacturing [M-L (SSP)]; and
- Community Reserve [C-R (SSP)].

Chapter 6.0 also provides specific regulations for signs, parking and public art. Chapter 7.0 of the SouthShore Specific Plan contains the Design Guidelines for the specific plan area, including guidelines for landscape architecture, architecture of buildings, and development of community entries, streetscapes, parks and open space.

**d) Site Design:** The site design of the SouthShore Specific Plan is characterized by a rectilinear street system with visual focal points and landmarks. All arterials and perimeter collector roads<sup>17</sup> have parkways and/or landscaped lots 30 feet wide or wider, and accommodate 10-foot-wide multi-use trails. The circulation pattern incorporates traffic-calming elements within a Traditional Neighborhood Design (TND) framework. SouthShore will incorporate the following TND features:

- Pedestrian-oriented neighborhoods;
- Neighborhood commercial and mixed-use residential uses, if practicable;
- Variety of housing types (a range of low to high densities);
- Homes oriented to the street;
- Safe and defensible spacing (“eyes on the street”);
- Mix of architectural styles but with complementing site lines and streetscapes;
- Interconnected street patterns both within the neighborhood and beyond; and
- Homes that identify with a community amenity (e.g., park, school, or open space).

The specific plan incorporates architectural and landscape themes that are drawn from Oxnard's historic residential areas near downtown and from other coastal areas in California and to a lesser extent throughout the United States. The perimeter of the specific plan will be enhanced with wide landscape areas and a perimeter trail system. The trees selected for these areas will be consistent with the SouthShore Specific Plan plant palette.

<sup>17</sup> Arterials and perimeter collector roads include Rose Avenue, SouthShore Drive, Hueneme Road, Olds Road and “A” Street. Final street names will be clarified as part of the future final map and are subject to approval by the City of Oxnard Street Naming Committee.

The Hueneme Road Scenic Corridor, which borders the southern edge of SouthShore, will be enhanced by a 150- to 400-foot-wide setback with the 18-acre Lake SouthShore and surrounding open space areas. The Lake SouthShore open space area will include a meandering multi-use trail that will accommodate both pedestrians and bicyclists. The Hueneme Road Scenic Corridor Concept Plan and Corridor Cross Sections are depicted in Exhibits 7-13 and 7-14 of the SouthShore Specific Plan.

Olds Road, which borders the SouthShore Specific Plan on the east, will incorporate a 150-foot-wide agricultural buffer in accordance with the Ventura County Agricultural Policy Advisory Committee (APAC) guidelines to alleviate agricultural-urban interface conflicts. As discussed in Section 2.3.5 of the specific plan, the landscape areas along Olds Road will be predominately composed of evergreen trees, and a Class I multi-use trail that runs along the west side of Olds Road. This Trail Corridor/Agricultural Buffer design was reviewed and approved by the APAC.

The northern perimeter of SouthShore Specific Plan adjacent to the Tierra Vista neighborhood will be developed with the 28.5-acre Community Park. The park would contain pedestrian connections to and from the Tierra Vista neighborhood.

The western perimeter of the SouthShore Specific Plan will also exhibit landscaping enhancements. The Development Regulations for the M-L (SSP) Land Use District mandates a 30 to 50-foot landscaped setback from Hueneme Road to accommodate lake and pathway uses. Commercial uses abutting a public street or alley are also required to have a six to eight-foot high decorative masonry walls with a combination of tree and high shrub landscaping. Commercial properties abutting residential areas are required to maintain a 25-foot setback with 15 feet of landscaping that will provide an opaque screen within 18 months of installation. Additionally, a maximum 8.5-foot-high Land Use District Security Fence will be provided on the boundary of the M-L (SSP) District that abuts the Sanford Drain Storm Drain Easement, adjacent to the Villa Capri Neighborhood.

The primary entrance to the SouthShore Specific Plan is from the intersection of SouthShore Drive and Hueneme Road. This entrance will include an enhanced faux bridge, a community monument sign, landscaping, and a trail connection from the Hueneme Road Scenic Corridor Trail to the trail system along the west side of SouthShore Drive. The Arnold Road entry from Hueneme Road will be similar to the SouthShore Drive entry, though slightly smaller. The Arnold Road entrance will have a community monument sign and a faux bridge that will appear to span Lake SouthShore. The specific plan entrance at Rose Avenue will be highlighted by a "roundabout" intersection with "A" Street. Vehicles can either exit immediately onto SouthShore Drive toward Hueneme Road, or continue around and exit onto "A" Street going east toward Olds Road. The interior of the roundabout will be landscaped in a coastal dunes theme, and contain a community monument sign. An open space area (Rose Green) will back the southern edge of the roundabout and provide both a landscape buffer and pedestrian trellises into the residential neighborhood beyond.

All street furniture elements in the specific plan, which include street signs, traffic control signs, bollard lights and other items shown, were custom designed for the project to accent the project's coastal location and identity. The thematic street lighting fixtures and street signage elements are depicted on Exhibit 7-7 of the SouthShore Specific Plan.

The SouthShore Specific Plan includes up to five different single-family detached residential neighborhoods (a.k.a. Planning Areas) and up to seven attached residential neighborhoods (AR-1 through AR-7.) These neighborhoods are shown on the Land Use Plan and Alternative Land Use Plan of the SouthShore Specific Plan. The single-family detached residential neighborhoods will generally be located within the interior of the SouthShore community, where homes are focused on and around a series of parks and open space areas. The multi-family attached residential neighborhoods will generally be located in the western portion of the specific plan along SouthShore Drive and on the southeastern portion of the specific plan adjacent to Lake SouthShore.

Planned single-family detached residential densities range from approximately 4.5 to 7.6 and up to 12 du/ac. A total of approximately 776 detached single-family homes are planned in up to five residential lot sizes ranging from 3,738 square feet up to 5,820 square feet.

Approximately 749 multi-family homes are anticipated in attached residential neighborhoods AR-1 through AR-7, with an approximate density of up to 18 du/ac. The multi-family neighborhoods will incorporate their own private recreation buildings (e.g. meeting areas and exercise rooms) and/or outdoor facilities (e.g., swimming pools and play equipment.) Such recreational facilities would be shown as part of future detailed development plans.

A mixed-use commercial and residential Land Use District [C-2 (SSP)] is planned at the southwest corner of the specific plan. The allowable commercial uses in this Land Use District will include retail and personal service businesses similar to the City of Oxnard's C-2 General Commercial Zone (permitted uses are outlined in Section 6.8.2 of the SouthShore Specific Plan.) Up to 20 attached residential units may also be incorporated within the commercial district.

The M-L (SSP) Limited Industrial Land Use District encompasses the SCE property located on the westerly and northerly edges of the SouthShore Specific Plan area. This district will incorporate three compatible uses: a 15.0-acre Self Storage facility, a 12.9-acre Boat and Recreational Vehicle Storage Facility and a 9.3-acre Commercial/Incubator Development. These uses were designed to be compatible with the primary (i.e., overhead electrical transmission) functions of this property. However, SCE has recently changed their policies regarding development of permanent structures under transmission lines and therefore, the uses allowed in the specific plan may not occur. In the event that development contemplated in the specific plan is precluded, and alternative uses and development standards are desired by SCE, a specific plan amendment may be required.

Since no permanent structures are proposed for the community park, the recreation program contained in the specific plan for the community park is consistent with the current SCE policy.

SouthShore contains a variety of public facilities that are integrated within and among residential and commercial uses in the project. The following table lists the public facilities found within SouthShore Specific Plan and denotes the gross and net acreage of each public facility.

**TABLE 5  
 SOUTHSORE SPECIFIC PLAN  
 PUBLIC FACILITIES**

Public Facility	Acres	
	Gross	Net
<b>SCHOOL</b>		
Elementary School	9.6	8.1
<b>School Subtotal</b>	9.6	8.1
<b>PARKS AND OPEN SPACE</b>		
Community Park	28.5	25.6
Lake SouthShore and Surrounding Open Space	33.8	30.3
West Park	3.7	3.0
Central Park	5.2	3.7
East Park	1.8	1.0
Olds Road Trail Corridor	2.4	0.7
Rose Green	1.4	0.9
Arnold Green	0.8	0.4
<b>Parks and Open Space Subtotal</b>	77.6	65.6
<b>TOTAL PUBLIC FACILITIES</b>	87.2	73.7

The proposed new elementary school is planned on a 9.6-acre site adjacent to West Park, allowing for joint-use of turf play areas and play equipment for both school and neighborhood recreation activities. The Parks and Open Space Plan and Alternative Parks and Open Space Plan in the SouthShore Specific Plan illustrate the location of the public parks and open space area.

- e) **Circulation and Parking:** The Ormond Beach FEIR includes a traffic analysis that concluded that with implementation of the mitigation measures, the SouthShore Specific Plan traffic would not significantly impact area intersections.

Regional access to the site is provided by the Ventura (U.S. Highway 101) Freeway and Oxnard Boulevard (State Route 1). The primary access to the site will be from Hueneme Road via the proposed SouthShore Drive internal arterial roadway, which will connect with Rose Avenue. Rose Avenue currently terminates at the northern boundary of the specific

plan area, near the east-west midpoint of the project. Secondary access will be provided at the intersection of Arnold Road and Hueneme Road, at "A" Street and Olds Road at the northeastern portion of the property, and at "C" Street and Olds Road just north of Lake SouthShore. Primary access to the non-residential development on the SCE property [M-L (SSP) Land Use District] would be provided via Edison Road from the south and Pleasant Valley Road to the northwest of the subject property.

Final street names will be approved by the City Council prior to Council approval of the tentative map. Proposed roadway improvements are described in the SouthShore Specific Plan and as follows:

- **Hueneme Road.** Hueneme Road will be improved as a Secondary Arterial and Scenic Highway along the entire southern frontage of the SouthShore Specific Plan, from Edison Drive to Olds Road. Hueneme Road will be improved to meet or exceed the City's Primary 4-lane Divided Arterial standards as set forth in the Circulation Element of the City's General Plan<sup>18</sup>, including roadway width. In conjunction with development of the South Ormond Beach Specific Plan, Hueneme Road will include a total 107- to 160-foot-wide right-of-way, with two travel lanes in each direction, acceleration/deceleration lanes at the major intersections, a 16-foot landscaped median, Class II bike lanes, and landscape parkways with Class I multi-use trails on both sides. Signalized intersections along Hueneme Road will be provided at Edison Drive, SouthShore Drive, Arnold Road, and Olds Road. Should South Ormond Beach not be developed, the developer will be responsible for the full cost of all roadway improvements with reimbursement occurring as part of a reimbursement agreement.
- **Rose Avenue/SouthShore Drive**<sup>19</sup>. This arterial roadway is also designed to meet or exceed the requirements in the General Plan Circulation Element. Rose Avenue will be extended south from its current terminus, becoming SouthShore Drive at the traffic-calming roundabout and connecting to Hueneme Road at the southern limit of the SouthShore Project. This roadway will serve as the primary entry to SouthShore. Rose Avenue/SouthShore Drive will include a 140-foot-wide right-of-way with two travel lanes in each direction, Class II bike lanes, a 16-foot-wide landscaped median and landscape parkways with sidewalks on both sides. SouthShore Drive will be similarly designed, except a 10-foot-wide multi-use trail will take the place of a sidewalk along the west side of the roadway. The SouthShore Drive entry from Hueneme Road will include community monument signage and bridge elements to create a sense of arrival and separation from Hueneme Road.
- **Olds Road.** Between Sanford Street and Hueneme Road, Olds Road will remain a 2-lane collector, but will be widened as a custom roadway with a 14-foot wide landscaped median offset to the west, a travel lane in each direction and 8-foot wide bicycle lanes on each side of Olds Road. As discussed above under the Site Design section of this report, in accordance with the APAC guidelines to alleviate agricultural-urban interface

<sup>18</sup> City of Oxnard General Plan, Circulation Element, Table VI-2, Circulation System Improvements.

<sup>19</sup> Final street names will be clarified as part of the future final map and are subject to approval by the City of Oxnard Street Naming Committee.

conflicts, a 150-foot-wide Agricultural Buffer will be developed (inclusive of Olds Road) on the eastern edge of SouthShore.

- Arnold Road. Arnold Road will extend from Hueneme Road north into the SouthShore community as a thematic entry, similar to SouthShore Drive, but smaller. Arnold Road will be improved as an expanded collector with an 82-foot wide right-of-way, a travel lane in each direction, a 16-foot-wide landscaped median, bike lanes and pedestrian parkways on each side of Arnold Road. As with the SouthShore Drive entry, the Arnold Road entry will include community monument signage and bridge elements to create a sense of arrival and separation from Hueneme Road.
- Edison Drive and Pleasant Valley Road. These roadways would be improved to provide access to the Self Storage, Boat/RV, and Commercial/Incubator land uses planned for the SCE property along the westerly and northerly edges of the specific plan area. As shown on Exhibit 4-12 in the SouthShore Specific Plan, Edison Drive will be improved with a 79-foot-wide right-of-way which will include three travel lanes, a turn lane, a parking lane on one side, a 12-foot-wide median, and sidewalks on each side. Access improvements would be made from Pleasant Valley Road to the SCE property.
- Collector Roadways. Collector roadways within the SouthShore Specific Plan include "A", "B" and "C" Streets and 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Avenue. These collector roadways range in right-of-way width from 66 feet to 80 feet and include a travel lane in each direction, sidewalks and landscaped parkways. "A" Street will also include parking and a 10-foot multi-use trail on the north side of the street and Class II bike lanes in each direction.
- Neighborhood Streets. Local roadways are planned within each residential neighborhood to provide direct access from collector roadways to individual homes and/or attached residential developments. Neighborhood streets would have a 62-foot wide right-of-way with a travel lane in each direction, and sidewalks and landscaped parkways on each side.

Traffic calming roadway improvements have been incorporated into the SouthShore circulation plan to include the following:

- Community entries and intersection details – use of monument signage and architectural elements as visual focal points.
- Chokers – at intersection corners, the street narrows extending the sidewalk and planting strip, which slows cars moving through the intersection.
- Closures – used along the northern and southern project boundaries to make travel through neighborhoods circuitous. The closures will make movement through the neighborhood less attractive than driving on the external road, Hueneme Road, or "A" Street.
- Traffic circle/roundabout – a raised island planned at the intersection where Rose Avenue becomes SouthShore Drive. Motorists must slow down and yield as traffic circulates.
- Enhanced Paving – flat raised areas at the intersection of "A" Street and 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> avenues. These areas are visually and physically different from the main street, which causes motorists to reduce speed.

Pedestrian walkways and trails will connect to existing and future offsite walkways at the Rose Avenue entry, at the SouthShore Drive and Arnold Avenue entries, at Edison Drive and Olds Road, and at the west and east ends of Hueneme Road as it leaves the SouthShore Specific Plan area. Trails within the Community Park will connect SouthShore with two existing streets (Tulsa Drive and Beaumont Avenue) in the Tierra Vista neighborhood to the north. The locations of planned trails, walkways and bike lanes are shown on the Master Public Transit, Walkways and Trails Plan in the SouthShore Specific Plan.

SouthShore will not be a gated community and will provide both Class I off-street multi-use trails and Class II on-street bike lanes. The Class I multi-use trail will form a continuous 3-mile loop within the SouthShore Specific Plan and is planned within the Community Park, along the west sides of SouthShore Drive and Olds Road and within the Lake SouthShore open space area. Class II bike lanes will be located on both sides of Hueneme Road, SouthShore Drive and "A" Street, and on the west side of Olds Road. Offsite bicycle linkages will be provided at the Rose Avenue community entry; at the intersection of Olds Road at Sanford Street; west and east along Hueneme Road; and at the locations where SouthShore Drive, Edison Drive, and Arnold Road intersect with Hueneme Road.

As outlined in the parking regulations of the SouthShore Specific Plan, parking for all Land Use Districts within the SouthShore Specific Plan Area is required to conform to the City of Oxnard Municipal Code, Chapter 16, Article 10, Off-Street Parking. Therefore, sufficient parking is anticipated for residential, commercial, limited industrial and school uses in the SouthShore Specific Plan. Compact parking spaces are not allowed to be counted towards satisfying the required number of parking spaces. The SouthShore Specific Plan will allow tandem parking spaces to be provided within all Land Use Districts; however, such tandem spaces cannot be counted toward satisfying the minimum required parking spaces.

Public off-street parking areas will be provided within both the Community Park and West (Neighborhood) Park. Conceptual plans for these parking areas are illustrated on the Community Park Concept Plan and West Park Concept Plan in the SouthShore Specific Plan. Three off-street parking areas in the Community Park will provide approximately 182 total parking spaces to accommodate convenient access to Community Park and reduce visitor parking along local residential streets within both SouthShore and the existing Tierra Vista Neighborhood. West Park will include a single 24-space parking lot. This parking provision is for visitors to West Park, and is separate from the school parking provision of 60 parking spaces, located on the school property.

Given that it may be a number of years until the SouthShore Specific Plan Project is constructed, as part of the first discretionary permit to be issued, an updated traffic study will be required prior to the first phase of development and for each subsequent phase.

- f) **Building Design:** The specific plan incorporates architectural themes that are drawn from Oxnard's historic residential areas near downtown and from other coastal areas in California and to a lesser extent throughout the United States. Tree-lined streets and generous open

spaces will frame a variety of architecture that is based on the historic palette of residential styles. The following three architectural styles were chosen for SouthShore to create visual interest and diversity along each street:

- California Craftsman;
- European Cottage; and
- Monterey (or California Ranch)

The SouthShore Specific Plan Design Guidelines provide an outline of bulk, scale, massing, color, façade treatments, and other architectural features of each architectural style, and specific guidelines for each of the Land Use Districts [R-1 (SSP), M-L (SSP), etc.].

The maximum building heights for single-family detached homes [R-1 (SSP) and R-2 (SSP)] would be two stories, not to exceed 28-feet, with an additional allowance of up to 35-feet for architectural features such as a tower or turret. The multi-family attached [R-3 (SSP)] District would allow a maximum building height of three stories, not to exceed 38 feet for the principal building, with exception of architectural features which could be up to 43 feet. The permissible maximum building height in the General Commercial [C-2 (SSP)] District and the Limited Manufacturing [M-L (SSP)] District would be 38 feet for principal buildings and 43 feet for architectural features, which is consistent with the maximum allowable height in the R-3 (SSP) attached multi-family residential district located adjacent to the north and east of the C-2 (SSP) District. The SCE property is also subject to SCE policies regarding development design compatible with overhead electrical transmission.

- g) Signs:** The SouthShore Specific Plan contains sign standards and regulations for the project area. The sign regulations are additive to the specific requirements of the City of Oxnard Municipal Code, Chapter 16, regulating signage. For any regulatory inconsistencies between the specific plan and the City's Municipal Code, the more restrictive regulations apply as determined by the City's Planning Manager.

The regulations within the SouthShore Specific Plan cover all permanent and temporary signage within the SouthShore Specific Plan area, including signs on public rights-of-ways, in parks, and within each development component. Allowable signage addressed by the specific plan includes, but is not limited to, freestanding monument signs, project identity signs which identify groups of commercial or residential development, on-building business identification signs, public transportation signs, traffic control signs, directional signs, way-finding signs, and temporary advertising signs.

Monument signage of appropriate scale and character will be provided at key intersections or obvious points of transition to identify and/or differentiate the residential neighborhoods. The SouthShore Specific Plan proposes monument signs at the two community entrances along Hueneme Road, in the roundabout at the Rose Avenue and SouthShore Drive, and within each public park within SouthShore. The SouthShore Specific Plan also recommends City monumentation signage at the northwest corner of the intersection of Hueneme Road

and Olds Road, and/or within the Hueneme Road median west of Olds Road. The location and design of the monument signs will be subject to review and approval by the City of Oxnard.

- h) Landscaping and Open Space:** The SouthShore Specific Plan contains a Landscape Architecture Program that establishes the guidelines and standards for landscaping in the SouthShore Specific Plan. The Landscape Architecture Program provides a Landscape Master Plan, and a Master Landscape Zone Map, establishes a Master Plant Palette, and outlines proposed amenities for open space areas, including the Hueneme Road Scenic Corridor, entries, streetscapes, parks, and greenbelts. The project includes approximately 77.6 acres (24% of total acres) of green space in the form of parks, open space, streetscape landscaping, corridors, and perimeter landscaping.

Key landscaping elements of the specific plan link SouthShore to the existing Tierra Vista Neighborhood to the north, including off-site landscape enhancement at Tulsa Drive and Beaumont Avenue, and along Rose Avenue from the northern project entry north to Pleasant Valley Road.

The SouthShore Landscape Architecture Program builds upon its coastal setting, which begins along the southern edge of the site with the 18-acre Lake SouthShore and surrounding 33.8-acre open space area. The area adjacent to Hueneme Road will include native and non-invasive grasses and dunes. The coastal setting of dunes, grasses, and native and non-invasive plantings will be carried through the design and planting of the streetscapes, parks, and open space areas of the community. In the interior of the community, the landscape palette will emphasize selected palms as focal elements, with City-approved conifer trees to provide year-round green, gray, and color-accented aesthetic plantings.

The Master Plant Palette in the SouthShore Specific Plan was developed in cooperation with the City's Parks and Facilities Division, and identifies plant species that are permitted and excluded in five Landscape Zones depicted on the Landscape Zones Map and Alternative Landscape Zones Map without the High School.

The Master Plant Palette specifically excludes several invasive species such as Australian saltbush, pampas grass, myoporum, and olive. Additionally, the Ormond Beach FEIR reviewed the Master Plant Palette (Impact Bio-1), and determined that the project would have a less than significant impact with implementation of mitigation measures, which specifically exclude all invasive plants identified on the California Invasive Plant Council's California Invasive Plant Inventory ([http://www.cal-ipc.org/pest\\_plant\\_list/](http://www.cal-ipc.org/pest_plant_list/)).

The SouthShore Specific Plan includes 39.2<sup>20</sup> gross acres of park land, and 38.4<sup>21</sup> gross acres of open space. The proposed acreage of parks and recreation in the SouthShore Specific Plan

<sup>20</sup> Community Park 28.5 gross acres + West Park 3.7 gross acres + Central Park 5.2 gross acres + East Park 1.8 gross acres = 39.2 gross acres parkland.

<sup>21</sup> Lake SouthShore Open Space area 33.8 gross acres + Olds Road Trail Corridor/agricultural buffer 2.4 gross acres + Rose & Arnold Greens 2.2 gross acres = 38.4 gross acres open space.

exceeds the City of Oxnard's Municipal Code Section 15-99 requirement of 3.0 acres of local park dedication for every 1,000 residents, which is the normal City requirement authorized for land subdivisions pursuant to California Government Code Section 66477 (Quimby Act).

The Parks and Recreation Element of the 2020 General Plan further specifies a standard for the provision of 1.5 acres of neighborhood parks and 1.5 acres community parks per 1,000 persons. Based on development of up to 1,545 residences and the typical household size in Oxnard of 3.85 persons<sup>22</sup>, the proposed development will add up to approximately 5,948 people to the area. This figure equates to a requirement of approximately 8.9 acres of neighborhood parkland and 8.9 acres of community parkland in the SouthShore Specific Plan. The specific plan includes approximately 10.7<sup>23</sup> gross acres of neighborhood parks, a 28.5-acre community park, a 33.8-acre open space lake area, and 4.6<sup>24</sup> gross acres of other open space ("Greens and Trail Corridor"; Table 3-6) Therefore, the proposed project meets or exceeds park and recreation area requirements.

The applicant will also construct an 18 to 30-foot-wide parkway along Hueneme Road with a Class II on-street bike lane, a 10-foot-wide multi-use trail along the southerly edge of Lake SouthShore, and a 10-foot-wide decomposed granite trail along the northerly edge of Lake SouthShore. The multi-use trail on the southerly edge of Lake SouthShore will link with multi-use trails along Olds Road, SouthShore Drive, "A" Street and within the Community Park. Arnold Road, "B" and "C" Streets, 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Avenues, and all neighborhood streets will include 5 to 6-foot-wide sidewalks within 13-foot wide parkways.

- i) **Drainage & Grading:** The agricultural fields that comprise the existing project site are relatively flat with approximately 11 feet of relief, northeast to southwest with elevations ranging from 14 to 25 feet. These fields are approximately one to 2.5 feet below the finished surface elevation of Hueneme Road. Drainage from the neighborhoods north and northeast of the site is intercepted by City of Oxnard storm drains that convey water to the west and to the Oxnard Industrial Drain. The Sanford System collects runoff from the farm fields northeast of Olds Road and Sanford Street through two recently installed connections to this system.

Stormwater from the agricultural fields exits the site at three locations. The first location is a 42-inch reinforced concrete pipe (RCP) at the corner of Edison Drive and Hueneme Road maintained by the City of Oxnard. The second is a 24-inch box culvert at Hueneme Road and Arnold Road which will also be maintained by the City of Oxnard. The final location is an 18-inch-high by 48-inch-wide concrete box culvert at the corner of Olds Road and Hueneme Road maintained by the County of Ventura.

Irrigation for crops on the subject property is provided by existing agricultural water lines. The 14-inch Mugu line and 16-inch Ocean View water lines bisect the project site. These

<sup>22</sup>Ormond Beach Specific Plan Final EIR, Section 3.9.3.3.2, November 2009

<sup>23</sup> West Park 3.7 gross acres + Central Park 5.2 gross acres + East Park 1.8 gross acres = 10.7 gross acres neighborhood parks

<sup>24</sup> Rose Green 1.4 gross acres + Arnold Green 0.8 acres + Olds Road Trail Corridor 2.4 gross acres = 4.6 gross acres other open space.

lines serve as the distribution infrastructure for private water districts. They run in parallel west of Rose Avenue, along the north edge of the SCE property, then extend south to Hueneme Road, bisecting the SouthShore Specific Plan.

The Schematic Grading and Drainage Plans and Schematic Storm Drain Plans in the SouthShore Specific Plan depict the proposed grading and drainage patterns as well as anticipated conduit sizes required for the project.

In order to minimize impact to the City and County storm drain facilities downstream of the proposed development, SouthShore drainage improvements include onsite above and below ground detention facilities and drainage diversion conveyance facilities. Lake SouthShore will provide necessary storm water storage for post development runoff, and will also meter outlet flow amounts to the Oxnard Industrial Drain. New on-site storm drains will be provided to convey drainage to Lake SouthShore. Pipe sizes will range in size from 18- to 48-inch and will meet City storm drain standards. Outflows from Lake SouthShore will be conveyed to the Hueneme Drain via the SouthShore Lake's principal outlet structure, and a secondary spillway will be provided to the south near Arnold Road.

The watersheds draining into the Community Park within the SCE Property will be detained underground. The watershed runoff draining towards the public storage sites will be detained with a below ground detention basin. This detention basin will discharge into the Hueneme Drain. The commercial/incubator site drainage will be detained within a small below ground detention basin, which will drain into a new second barrel of Hueneme Drain at Edison Drive. Permeable pavements may be used in the public storage and Commercial/Incubator sites to reduce the overall required detention volumes.

The project will generate approximately 530,000 cubic yards of raw cut (maximum cuts of 17 feet in the area of the proposed lake) and 620,000 cubic yards of raw fill (maximum fills of up to 5 feet). It is anticipated that development on the SCE property will not significantly change the estimated import amounts. Allowing for five feet of remedial over-excavation and 20 percent shrinkage, the net import required for the overall development of SouthShore is approximately 450,000 cubic yards of soil. Temporary import of the 450,000 cubic yards of fill material is forecast to generate 1,280 daily truck trips. Soil import is planned to last 11-weeks at a temporary soil import driveway on Hueneme Road west of Olds Road. The soil will be trucked from a County of Ventura borrow site near the intersection of Laguna and Hueneme roads, just over five miles from SouthShore. All import material will be tested for contamination to ensure compliance with Cal-EPA soil standards for residential developments. To eliminate the temporary significant impacts during the 11-week soil import, the FEIR requires temporary traffic signals at two intersections (Wood Road/Hueneme Road and the Highway 1 southbound ramps at Hueneme Road), and repaving or rehabilitating Hueneme Road from City Limits to Laguna Road.

- j) **Quimby, School Fees, Traffic Impact Fees, and Art in Public Places:** As a residential project, the developer must either dedicate land for public parks, or pay a Quimby

fee to offset the project's impact on local parks. The proposed dedicated land acreage for parks and recreation in the SouthShore Specific Plan exceeds the City of Oxnard's Municipal Code Section 15-99 requirement of 3.0 acres of local park dedication for every 1,000 residents, as authorized for land subdivisions pursuant to California Government Code Section 66477 (Quimby Act). Additionally, the FEIR determined that due to the park dedications, the cumulative impact to parks<sup>25</sup> was "less than significant." The applicant therefore fulfills the requirement through park dedication. In the event that the applicant does not develop the Community Park, the Applicant will pay the applicable Quimby fee.

School fees to the Oxnard Union High School District and the Ocean View School District are required to offset the project's impacts on local schools. Traffic Impact fees are required to offset effects on local and county roads. Additionally, the project must pay into the Art in Public Places fund. All of these fees will be calculated at the time of building permit issuance based on adopted formulas.

**k) Affordable Housing:** The SouthShore Specific Plan includes an Affordable Housing Program that is consistent with the City of Oxnard's Affordable Housing Ordinance. A minimum of ten percent (10%) of the total residential units within the SouthShore Specific Plan will be designated as affordable housing. The units will be located in the R-3 (SSP) District in the SouthShore Specific Plan. According to the SouthShore Specific Plan, an additional five percent (5%) of residential units may either be provided as affordable rental units on-site or accommodated through payment of an affordable housing in-lieu fee, increasing the total number of affordable housing units up to fifteen percent (15%) of the total residential units. The affordable housing units may be located anywhere within the R-3 (SSP) Land Use District<sup>26</sup>. The affordable housing units will be available for occupancy prior to the City's issuance of occupancy permits for the 750<sup>th</sup> market rate unit within the SouthShore Project Area.

**l) Tentative Tract Map for Tract No. 5427:** Approval of a Tentative Tract Map for Tract No. 5427 is proposed to implement the SouthShore Specific Plan.

**m) Development Agreement:** A Development Agreement (DA) for the subject project is proposed between the City of Oxnard and the property owners identified in the DA. A copy of the DA is provided in Attachment E to this staff report. The following is a partial list of provisions and public benefits identified within the DA.

- Development of Property in accordance with the SouthShore Specific Plan;
- Phasing of the construction;
- Construction of the man-made lake (i.e., Lake SouthShore) and associated storm drain facilities;

<sup>25</sup> Ormond Beach Specific Plan Final EIR, Public Facilities and Services, Impact PSF-124, November 2009

<sup>26</sup> SouthShore Specific Plan, Section 6.2.8

- Construction of master planned water, recycled water, and wastewater-related infrastructure improvements;
- Roadway and Associated improvements as identified within the DA, including road widening, signalization, landscaping, hardscaping, pedestrian circulation network, lighting, directional signage and other improvements on perimeter and interior public roadways. Any additional road right-of-ways necessary to construct the parkways and sidewalks will be dedicated in fee to the City concurrent with construction of the project. In the event that the widening of Hueneme Road is initiated by the City or other public agency prior to the start of the project, the Owners will dedicate in fee to the City the right-of-way across their respective Properties necessary to widen the north side of Hueneme Road as depicted on TTM 5427;
- Payment of processing and inspection fees;
- Payment to the City of \$2,000,000 prior to the issuance of the 750th building permit for the project. This payment represents one-half of the City's current estimate of the cost to fully construct and equip a proposed fire station that will serve the project;
- Payment to the City of \$1,500,000 by the Master Developer in equal installments of \$500,000 at the issuance of the 500<sup>th</sup>, 1,000<sup>th</sup>, and 1,400<sup>th</sup> building permit for residential units (excluding affordable housing units). This payment is for construction of needed public facilities at College Park;
- Payment to the City of \$795,000 for the purchase of three Environmental Resource vehicles to be used solely by the City for trash collection, payable in increments of \$265,000 each upon the issuance of the 250<sup>th</sup>, 500<sup>th</sup>, and 750<sup>th</sup> residential building permits issued for the project;
- Payment to the City of \$300,000 to construct, repair or remodel a maintenance yard to maintain public infrastructure provided for in the DA and Development Approvals;
- Reimbursement to the City of \$332,000 for the cost of constructing storm drain improvements in Hueneme Road adjacent to the project that will benefit the project once the Properties are developed;
- Payment annually to the City of \$190,000 for ongoing maintenance costs for the Ormond Beach Natural Resource Management Program described in Section 3.6.3.3 of the EIR;
- Participation in the City's Art in Public Places Program as provided within the Specific Plan. The Public Art Element in Section 6.12 of the Specific Plan provides requirement for public art such as value of art to be provided, "candidate" locations and design concepts;
- Regional traffic improvements;
- Sewer and water improvements. All on-site and off-site improvements located within the public right-of-way shall be dedicated to the City upon completion of construction and final acceptance by the City;

- Construction of Affordable Housing in accordance with Section 6.2.8 of the SouthShore Specific Plan;
- Designation of 9.6-acre site for a new elementary school within an early phase of the project. Additionally, the Owners agree to pay in advance all funds needed to hire an architect and process development plans for this school through the state Department of Education; and
- Provision of public recreation areas including a 28.5 acre community park, 10.7 acres of neighborhood parks, and passive open space area adjacent to a lake within the specific plan area. This provision includes the acquisition, improvement, and maintenance of the Public Recreation Areas, as well as the ongoing operation and maintenance and permitting of the lake and associated storm water quality systems. All park and open space facilities will be open to all residents of the City, not just those living within the specific plan area.

As a benefit to the developer, the Development Agreement will remain in effect for thirty years as an approval or entitlement. The Growth Requirement Capital Fees for the project will be fixed for five years at the rate in effect at the time of City Council's approval of the first final map and adjusted annually by a percentage equal to the percentage change in the 20-Cities Construction Cost Index. The Planning Commission is advisory to the City Council on the Development Agreement.

- 7) **Development Advisory Committee:** The Development Advisory Committee (DAC) reviewed this project on May 3, 2006, March 7, 2007, August 8, 2007, October 1, 2007, September 23, 2009, February 24, 2010, August 2, 2010 and January 26, 2011. Changes have been made to address DAC's concerns. Recommendations of the DAC are included in the attached resolution(s).
- 8) **Community Workshop:** The City hosted two Planning Commission hearings (June 21 and July 19, 2007) and separate community workshops on May 20, 2004 (Tierra Vista Community Meeting/Neighborhood Council), June 3, 2004 (Ormond Beach Task Force Presentation/Meeting), March 20, 2006 (Saviers Road Design Presentation), July 16, 2007 and June 21, 2010. The applicant mailed notices of the Community Workshop and hearings to property owners within the Tierra Vista and Villa Capri Neighborhoods. Notices of these meetings were also posted on the project site with a brief description and contact information.

On March 3, 2011 the applicant presented a project briefing to the Planning Commission. The presentation provided an overview on the project location, entitlements sought, background that influenced the design of the proposed community, and an overview of the plan. The purpose of the presentation was informational only; the Planning Commission did not take any action on the project at the March 3, 2011 meeting. The applicant answered questions at this meeting. Comments from the public were also received at this meeting.

**9) Appeal Procedure:** The Planning Commission's actions are recommendations to the City Council and the matter will be considered by the City Council at a later date.

**Attachments:**

- A. Maps (Vicinity and General Plan)
- B. SouthShore Specific Plan, March 2, 2011 (previously distributed at the March 3, 2011 Planning Commission meeting)  
<http://developmentservices.cityofoxnard.org/Uploads/Planning/DRAFTSouthshore SP 02.11web.pdf>
- C. Final Environmental Impact Report No. 05-03, November 2009 (previously distributed)  
[http://developmentservices.cityofoxnard.org/Uploads/Planning/FEIR\\_vol\\_1/Ormond Beach SP FEIR Vol I \(November 2009\).pdf](http://developmentservices.cityofoxnard.org/Uploads/Planning/FEIR_vol_1/Ormond Beach SP FEIR Vol I (November 2009).pdf)
- D. Ormond Beach Adaptive Management Plan
- E. Resolution - Development Agreement
- F. Resolution - General Plan Amendment
- G. Resolution - Specific Plan
- H. Resolution - Rezoning
- I. Resolution - Tentative Tract Map

Prepared by: <u>KM</u> KM
Approved by: <u>SM</u> SM

## PLANNING COMMISSION ATTACHMENTS

**THE FOLLOWING ATTACHMENTS ARE NOT PROVIDED  
GIVENT THAT THESE ATTACHMENTS ARE PROVIDED WITHIN THE  
CITY COUNCIL PACKET**

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