



PLANNING COMMISSION STAFF REPORT

TO: Planning Commission

FROM: Brian Foote, AICP, Associate Planner

DATE: August 2, 2012

SUBJECT: Campus Park – Planning & Zoning Permit No. 10-500-13 (Special Use Permit), Located Between Second and Fifth Streets, Between H and K Streets.

1) Recommendation: That the Planning Commission adopt a resolution adopting Mitigated Negative Declaration No. 11-01 and approving Planning & Zoning Permit No. 10-500-13 for a special use permit, subject to certain findings and conditions.

2) Project Description and Applicant: A request for approval of a special use permit to redevelop a 30-acre property currently utilized for the Oxnard PAL Youth Resource Center and park into a multi-purpose community park named Campus Park, to include:

- Four soccer fields (two soccer fields also serve as baseball outfields);
- Two baseball diamonds with spectator seating, dugouts, and bullpens;
- Synthetic track and football/soccer field with low seating for spectators, four 25-foot high light poles and five 40-foot high light poles;
- Skate park with four 30-foot high light poles;
- Tot lot playground and children's playground;
- Two basketball courts;
- Dog park with fence enclosure and turf landscaping;
- New covered courtyard totaling 15,000 square-feet, attached to the existing gymnasium;
- Four pre-fabricated structures for restroom facilities and concessions stands;
- One pre-fabricated storage building and secured area for park maintenance activities;
- Four new parking lots with a total of 427 spaces, bicycle parking facilities throughout the park, and new bus stop/turnout adjacent to Fifth Street;
- Incorporation and continued use of the existing 39,652 square-foot gymnasium as the Oxnard PAL Youth Resource Center with new roof trusses and asphalt shingles;
- Incorporation and continued use of the existing two-story classroom building for Oxnard PAL programming.

3) Existing & Surrounding Land Uses: The subject property is 30 acres in size, formerly the campus of Oxnard High School, and currently utilized as the PAL Youth Resource Center and park with sports fields open to the public. Existing uses also include an informal dog park located at the corner of Fifth and K Streets, and a pool located adjacent to the gymnasium (not in use since 2001). The project site is surrounded on all sides by public streets and urban development, with residential neighborhoods to the north, east, and south. To the west are various commercial and public land uses, including Oxnard Fire Station No. 1, meeting halls, administrative offices, and a National Guard facility.

LOCATION	ZONING	GENERAL PLAN	EXISTING LAND USE
Project Site	R-2	Park (PK)	Oxnard PAL Youth Center, sports fields
North	R-1	RL	Single-Family residential neighborhood
South	R-4-PD, CO	RH, CO	Single-Family residential neighborhood, Church
East	R-2 & R-1	RL	Single-Family residential neighborhood
West	R-2 & R-3, Fire Station	Airport Compatible (AC), Open Space Buffer (OSB)	Fire Station #1, National Guard, Oxnard Union High School offices, Masonic Lodge & Church

4) Background Information: The project site was previously the campus of Oxnard High School. As the site was deemed unsafe due to its location under the approach path of the Oxnard Airport, Oxnard High School relocated to Gonzales Road in 1995. The City purchased the former high school site in 2001 and demolished most of the buildings in 2008 with the exceptions of the gymnasium and a classroom building that are utilized as a youth and athletic center for the City of Oxnard’s Police Activities League (PAL). The various PAL programs and activities operate every day of the week, with varying hours (see Attachment C for complete list). The sports fields and open space are freely accessible to the general public on a daily basis.

5) Environmental Determination: The proposed development is subject to review in accordance with the California Environmental Quality Act (CEQA). An initial study was prepared to analyze potentially significant adverse environmental effects of the proposed project. Eight areas of concern were identified as potentially being affected, and mitigation measures have been included to reduce or avoid the potential impacts. Accordingly, a mitigated negative declaration (MND) has been prepared for the project. The following sections in the MND include mitigation measures: aesthetics, air quality, biological resources, cultural resources, hazards, land use and planning, noise, and traffic. The short-term impacts (i.e. construction activities) that are less than significant after mitigation are: air quality, biological resources, and cultural resources. The long-term (i.e. operational) impacts that are less than significant after mitigation are traffic, noise, hazards, land use and planning. The proposed resolution to approve the SUP (Attachment L) incorporates all mitigation measures as conditions of approval.

On September 7, 2011, the applicant agreed to mitigation measures recommended by staff to address the identified adverse effects of the project. The draft document consisting of the initial study and recommended mitigation measures (MND No. 11-01) were made available for the requisite public review and comment period, from September 13, 2011, through October 12, 2011 (State Clearinghouse No. 2011091040).

Comments on the draft environmental document were submitted by: Ventura County Air Pollution Control District, Ventura County Public Works Agency, Ventura County Department of Airports, California Department of Transportation, California Division of Aeronautics, California Department of Fish & Game, and one resident. These comment letters are included with the environmental document. None of the comments require responses or changes to the MND. With the incorporation of the recommended mitigation measures, no significant adverse effects are expected to result from the proposed development, and staff recommends that Planning Commission adopt MND No. 11-01 (see Attachment D).

The Ventura County Department of Airports recommended one additional mitigation measure, which staff has added as a condition of approval, for aviation warning lights consistent with FAA guidelines to be placed on the high-intensity light poles, as well as a formal review by the County's Airport Land Use Commission. The Department of Fish & Game comment regarding biological resources addressed the potential for the presence of native nesting birds to occur on the project site; additional mitigation is now included, and specifies that pre-construction nest surveys will be conducted if construction occurs between February 1 and September 1.

Revision to MND No. 11-01

The current site plan has been modified slightly from the original site plan that had been evaluated by MND No. 11-01 by the addition of a 1.5-acre dog park at the southeast corner of the project site, and revised locations for the football/soccer field, skate park, tot lot, basketball courts, and restrooms/concession buildings. The revised site plan will not generate any new or more severe environmental effects than those identified in MND No. 11-01. The current proposal does not have any potentially significant environmental effects that meet the criteria in State CEQA Guidelines §15073.5 that would require preparation of an EIR or recirculation of the MND. Therefore, MND No. 11-01 with the revisions indicated in Attachment F, may be adopted pursuant to State CEQA Guidelines §15074, and all mitigation measures identified in MND No. 11-01 have been included as conditions of project approval.

6) Analysis:

a) *General Discussion:* The proposed project is being funded by the City's 'Measure O' initiative, and construction costs could be up to approximately \$20 million. The various park facilities and approximate size of each amenity are summarized in the following table.

FACILITY	NUMBER	ACRES
Soccer Fields	4	8.0
Synthetic Track & Field	1	3.5
Baseball Diamonds/Fields	2	2.5
Dog Park	1	1.5
Skate Park	1	0.8
Tot Lot	1	0.7
Basketball Courts	2	0.5
Gymnasium (existing)	1	1.5
Classroom Building (existing)	1	0.4
Promenade Walkway	1	0.6
Restrooms & Concession Buildings	4	0.4
Maintenance Building & Yard	1	0.5
Parking Lots	4	4.6
Walkways, Landscape, All Other Areas		4.5
TOTAL SITE AREA:		30.0

Other agencies that have reviewed the proposed project are the Ventura County Airport Land Use Commission, the California Division of Aeronautics, the Federal Aviation Administration’s Airports Division, and the Federal Aviation Administration’s Obstruction Evaluation Division. The County Airports Department, California Division of Aeronautics, and FAA Airports Division have submitted letters expressing concerns about the proposed land use (i.e., recommendations only). The FAA’s Obstruction Evaluation Division must complete aeronautical studies in order make determinations that the proposed structure heights do not present any encroachments into navigable airspace or otherwise jeopardize safe airport operations. The status of the reviews by other agencies will be discussed in further detail at the end of this staff report.

- b) **General Plan Consistency:** The 2030 General Plan land use designation for the subject site is Park (PK), and the proposed project will be consistent. With the recommended actions, the proposed project will be consistent with numerous policies contained in the General Plan (see Attachment E – General Plan Consistency Table).

The City currently is deficient in community park space. The General Plan defines a ‘Community Park’ as a minimum of 20 acres in size, with a goal of 1.5 acres per 1,000 residents. Based on the current population estimate of 200,000 persons, the General Plan’s goal is 300 acres of community parks. The community parks currently available total approximately 175.5 acres, as shown in the following table. If the proposed project is approved, the total acreage would then exceed 205 acres.

Park Name	Year Built	Amenities	Acres
College Park	2000	3 basketball courts, 2 volleyball courts, 1 playground, 1 dog park.	75
Del Sol Park	1950	2 soccer fields, 1 playground, Concessions building	13.5
Colonia Park	1981	2 baseball fields & 1 lighted baseball field, 3 basketball courts, Recreation building, Concessions building, Swimming, Gym.	10
Oxnard Beach Park	1989	1 playground, 4 volleyball courts	62
Community Center	1967	2 lighted baseball diamonds, 1 basketball court, 8 lighted tennis courts, jogging path, 2 playgrounds, Recreation building, Concessions building.	15
Total Area of Community Parks:			175.5

c) Conformance with Zoning Development Standards: The proposed project is located in the Multiple-Family (R-2) residential zone district, and City Code §16-42(E) requires a special use permit for public parks and playgrounds. The proposed project will be consistent with the applicable development standards as shown in the following table.

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES?
Max. building height §16-137	2 stories or 25 feet.	Gym (E): 39'0" Courtyard: 32'0" Classrooms (E): 20'0" Restrooms: 11'4" Rest./Storage: 11'4" Concession: 11'4" Maintenance: 12'1"	Yes (Legal Nonconforming) Yes, with conditions Yes Yes Yes Yes Yes
Front yard setback §16-139	10 feet from property line;	Gym (E): 25'0" Classrooms (E): 42'6"	Yes Yes
Side yard setback §16-46(A)	5 feet min.	n/a	
Accessory buildings §16-49	Must be at least 6 feet from main building. Only 1 story high.	Minimum 6'0" from main buildings; not exceeding 1 story.	Yes
Off-Street Parking (§16-622(F))	Per Parking Study <i>Minimum: 371</i>	427	Yes

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	COMPLIES?
Handicap	Per Calif. Bldg Code, Title 24. <i>Minimum: 9</i>	28	Yes
Motorcycle (§16-624)	3 per 100 req'd vehicle spaces; after 100, 1 per 40 spaces. <i>Minimum: 9</i>	20	Yes
Bicycle (§16-623,16-637)	1 per 33 req'd vehicle spaces. <i>Minimum: 12</i>	5 racks	Yes, w/ conditions
Parking spaces: <ul style="list-style-type: none"> • Standard (§16-638) • Driveway (16-636) 	<ul style="list-style-type: none"> • 9'W x 19'L • Min. 40' deep driveway 	17' to 19' L; 9' W Min. 40' deep drives	Yes Yes
• Trip Reduction Measures (§16-631)	Where applicable, provide transit stop improvements.	New transit stop & bus pullout on Fifth Street	Yes
Parking lot landscape (§16-641) <ul style="list-style-type: none"> • Along streets • Parking area • Landscape fingers • Trees 	<ul style="list-style-type: none"> • Minimum 10' wide strip • Minimum 5% of area • 9'W x 20'L, every 10 spaces • Minimum 40' on-center 	<ul style="list-style-type: none"> - 10 ft. min. - 5% min. - 1 per 10 spaces min. - 1 per 40' O.C. min. 	Yes Yes, w/ conditions Yes Yes
Lighting (§16-320)	<ul style="list-style-type: none"> • Light pole height: 26'0" maximum • Light Intensity: Minimum 1 foot-candle & maximum 7 foot-candles. 	<ul style="list-style-type: none"> - Sports light poles: heights vary (25'0", 30'0", and 40'0"). - Other light poles: 13'0" up to 21'6". - Sports lights: intensity varies. - Other lights: intensity 1 to 7 foot-candles. 	No – Requires SUP approval and conditions. Yes Yes Yes

d) **Site Design:** The proposed site plan efficiently uses the space by incorporating as many amenities as feasible given the shape and size of the property. The soccer fields are to be located in the northeast quadrant of the site where the existing sports fields are located. The baseball diamonds are located adjacent to the soccer fields so that they may be “shared-use” facilities, with the baseball outfields overlapping two soccer fields. The skate park is located adjacent to the existing classroom building and gymnasium so that the 30’ high light poles will be partially screened. The existing 6’0” high chain link fence around the classroom building will be removed. The maintenance/storage area is located in the northwest corner of the site so that the existing Oxnard School District structures provide screening.

The site generally drains to the southwest direction, and the proposed on-site drainage systems and utilities will connect to existing infrastructure surrounding the project site. The civil engineering plans propose grass swale filters to comply with regulations for storm water quality treatment. The swale design will incorporate perforated storm drains beneath the flow line, to connect to catch basins, and thereby eliminate standing water. Elimination of excess water and preventing accumulation of standing water is important because the site should not be an attractant to wildlife that may present a hazard to low-flying aircraft (i.e. the site should not offer sources of food, cover, or water for wildlife, particularly large birds).

- e) Circulation and Parking:** A total of four parking lots are proposed from Fifth Street, Second Street, H Street and K Street; one parking lot from each street. The parking lots are also designed to help distribute traffic and avoid congestion on any one street. A total of 427 parking spaces are proposed, including 28 handicap-accessible spaces.

The H Street (east) parking lot extends into the interior of the park to allow easy access to the central areas. Three of the lots (east, west, and south lots) include a designated passenger drop-off area or roundabout to facilitate ingress/egress without impeding on-site circulation. Numerous bike racks are proposed throughout the park; a minimum of 12 racks will be required per Code requirements. Pedestrian accessibility will be encouraged by walking paths throughout the site, including the 20' wide promenade extending north/south through the middle portion of the park. The promenade will also serve as a paved driving surface for Police and Fire vehicles during emergencies and regular patrols.

- f) Building Design:** The proposed structures include four pre-fabricated buildings to provide concessions and restroom facilities and one pre-fabricated maintenance building. The restrooms and concessions buildings will include finishes that match the existing gymnasium, such as red brick wainscot, smooth stucco, and asphalt shingle roofing. The maintenance building (for Parks staff use only) will be split-face concrete block, with roofing asphalt shingle, and will be substantially screened behind the existing School District structures located at the northwest corner of the site.

The existing gymnasium and classroom building are to remain in place without any expansion. The proposed courtyard roof (to be attached to the easterly half of the gym) will be a translucent panel roof system; a condition of approval limits the maximum height to 25 feet in accordance with the R-2 standards. The FAA has reviewed the proposed addition and completed an aeronautical study, and is not opposed so long as the total height of the new courtyard does not exceed 32 feet (see Attachment F).

- g) Landscaping and Open Space:** The requirements of City Code §16-641 will be met. A minimum 10'0" wide planter will be provided parallel to public streets, a minimum of five percent landscaping will be provided within parking lots, and landscaped finger planters will be provided for every 10 parking spaces. Three-foot high berms or continuous shrub hedge are provided at the perimeter of parking areas adjacent to streets. The landscape palette has been selected to avoid wildlife attractants, such as large fruit- or seed-bearing plants.

- h) Lighting:** Photometric reports modeling the lighting intensity were prepared for the project. Illumination intensity will vary between 1 and 7 foot-candles throughout the site, in accordance with City Code §16-320. All parking lots will not exceed 5 foot-candles at any point, and walkways will not exceed 3 – 4 foot-candles. Light standards will not exceed the 26'0" maximum permitted by City Code §16-320, with parking lot lights proposed to be between 13'0" and 21'6" high. The site electrical plan is included in Attachment B.

The high-intensity sports lights are designed for sports activities, and will have a significantly higher light output on the synthetic football/soccer field and the skate park. The football/soccer field with spectator seating has a total of eight high-intensity light poles; four poles are proposed at 25'0" high (along the north side of the field, lights directed south) and four poles are proposed at 40'0" high (along the south side of the field, lights directed north). Light intensity will vary between 21 – 63 foot-candles across the surface of the field. The skate park has a total of four high-intensity light poles, proposed at 30'0" high, and with intensity varying between 17 – 46 foot-candles across the surface of the concrete. All high-intensity luminaire assemblies will include a shield attachment that will direct light down and only onto the park surfaces, and reduces light spillover by at least 50%. The luminaire shields will prevent significant spillover into adjacent properties, right-of-way, or sky.

- 7) Community Workshop:** On March 8, 2011, the applicant mailed notices of the Community Workshop meeting to all property owners within the Wilson, Fremont South, Hobson Park East and Hobson Park West neighborhoods. A sign was posted on the project site ten days prior to the meeting. On March 21, 2011, a total of nine residents attended the meeting specifically for the park project. The applicant and architect responded to concerns expressed about park amenities and uses, traffic, parking, noise, lighting and glare, and hours of operation.
- 8) Review by the Federal Aviation Administration:** The proposed project and structures were reviewed by the Federal Aviation Administration (FAA) in compliance with City Code §16-293. Two divisions within the FAA reviewed the project: the Obstruction Evaluation Division, and the Airports Division.

The Obstruction Evaluation Division completed aeronautical studies for each of the proposed structures (e.g., light poles, concession and restroom structures, baseball backstops and fencing, courtyard addition to the gymnasium, etc.) for compliance with FAA Part 77 regulations that pertain to the flight surfaces and the unobstructed use of navigable airspace. Appendix III in MND No. 11-01 contains the FAA's determination letters (i.e. letters available as of September 2011). The proposed structures have been determined not to be hazardous to navigable airspace. The FAA has recommended that the height of the proposed covered courtyard (to be attached to the existing gym) not exceed 32 feet above ground level, and a condition of approval for the SUP requires compliance with FAA regulations. After the applicant submits construction drawings for buildings permits, the proposed structures will be submitted to the FAA for final verification and clearance (prior to issuance of building permits). The FAA has also recommended that all high-intensity light poles be marked with red lights, and will require the gym to have the proper red lights installed on the roof.

The FAA's Airports Division has also reviewed the proposed project, and has issued a letter of non-concurrence (see Attachment H) citing the project's inconsistency with the FAA's *Airport Design Guide*. Specifically, the project does not meet the FAA's design guidelines for Runway Protection Zones and Object Free Areas. The FAA's guidelines recommend clearing the Runway Protection Zone of incompatible objects and activities, in order to enhance the protection of people and property on the ground. The guidelines recommend that the Central Portion of the RPZ, which is centered on the runway centerline (i.e., an imaginary line extending from the end of the runway, in this case parallel to Third Street and extending easterly through the project site), to be clear of all obstructions such as structures, light poles, backstops, fences, wildlife attractants, etc. The FAA guidelines recommend against places of public assembly such as churches, schools, office buildings, and other uses with groups of people.

9) Review by the California Division of Aeronautics: The Division of Aeronautics comments on airport-related noise, safety, and land use compatibility issues. The Division reviewed MND No. 11-01, and submitted a comment letter (see Attachment D) that recommended "avoiding and limiting nonresidential land uses except when the use attracts few people within safety zones 1 and 2" per the *California Airport Land Use Planning Handbook*. Attachment K (Analysis of Land Use Intensity) to this staff report provides additional analysis in terms of the density guidelines contained in the *Airport Land Use Planning Handbook*.

10) Review by the Ventura County Airport Land Use Commission: The proposed project was reviewed by the Oxnard Airport Authority and Airport Land Use Commission (ALUC) in accordance with City Code §16-296. The Oxnard Airport Authority reviewed the proposed project on March 10, 2011, and recommended that the proposed project be forwarded to the ALUC for review and a determination of consistency with the County's *Airport Comprehensive Land Use Plan*. In a letter dated March 21, 2011, the Director of Airports provided additional comments (see Attachment I). The ALUC reviewed the proposed project on July 13, 2012, and determined that the project was inconsistent with the *Airport Comprehensive Land Use Plan*.

While the project's proposed structures may not pose a hazard for air navigation as defined by the FAA, the County deemed the project inconsistent with the *Airport Comprehensive Land Use Plan* due to the proposed land uses with group recreation activities. The Airport Land Use Commission staff report (see Attachment J) provides further information. While passive parks are conditionally acceptable in the Outer Safety Zone, the proposed project is not a passive park (i.e., non-group recreation). The proposed park is designed for a variety of activities that, if they all were in simultaneous use, could attract up to 1,300 persons (see Attachment K for a quantitative analysis of land use intensity). The existing gymnasium was also deemed to be inconsistent with the *Airport Comprehensive Land Use Plan* in each of the three zones in which it is located: Runway Protection Zone, Outer Safety Zone, and Traffic Pattern Zone. MND No. 11-01 (Attachment D) includes two technical reports, the *Aircraft Hazard & Land Use Risk Assessment* and the *Noise Impact Analysis*, that provide data to describe the project's potential effects in terms of aircraft overflight and noise, encroachment into navigable airspace (FAA regulations), and potential future risk to public health and safety.

11)City Council Review: The local approving agency may, after a public hearing, propose to overrule the ALUC by a four-fifths vote with specific findings. At least 45 days prior to the decision to overrule the ALUC, the local agency must provide to the ALUC, Cal Trans and Division of Aeronautics a copy of the proposed decision and findings. The Division of Aeronautics reviews and comments on the specific findings a local agency intends to use when proposing to overrule an ALUC. The comments by the ALUC and the Division of Aeronautics are advisory to the local agency, and the local agency shall include the comments in the record of any final decision to overrule the ALUC.

12)Development Advisory Committee: The Development Advisory Committee reviewed the proposed project on January 26, 2011, and the committee's recommendations were incorporated into the revised plans or included in the conditions of approval. The DAC members reviewed the revised plans in June 2012, and the DAC's conditions of approval are included in the attached resolution (Attachment L).

13)Appeal Procedure: In accordance with Section 16-545 of the City Code, the Planning Commission's action may be appealed to the City Council within 18 days after the decision date. Appeal forms may be obtained from the City Clerk and must be submitted with the appropriate fees before the end of the appeal period.

Attachments:

- A. Maps (Vicinity, General Plan, Zoning)
- B. Reduced Project Plans
- C. PAL Activities List
- D. Initial Study for MND No. 11-01, with comment letters
- E. General Plan Consistency Table
- F. FAA determination letters
- G. Addendum to MND No. 11-01
- H. FAA Airports Division letter
- I. Ventura County Airport Director letter
- J. Airport Land Use Commission staff report
- K. Analysis of Land Use Intensity
- L. Resolution

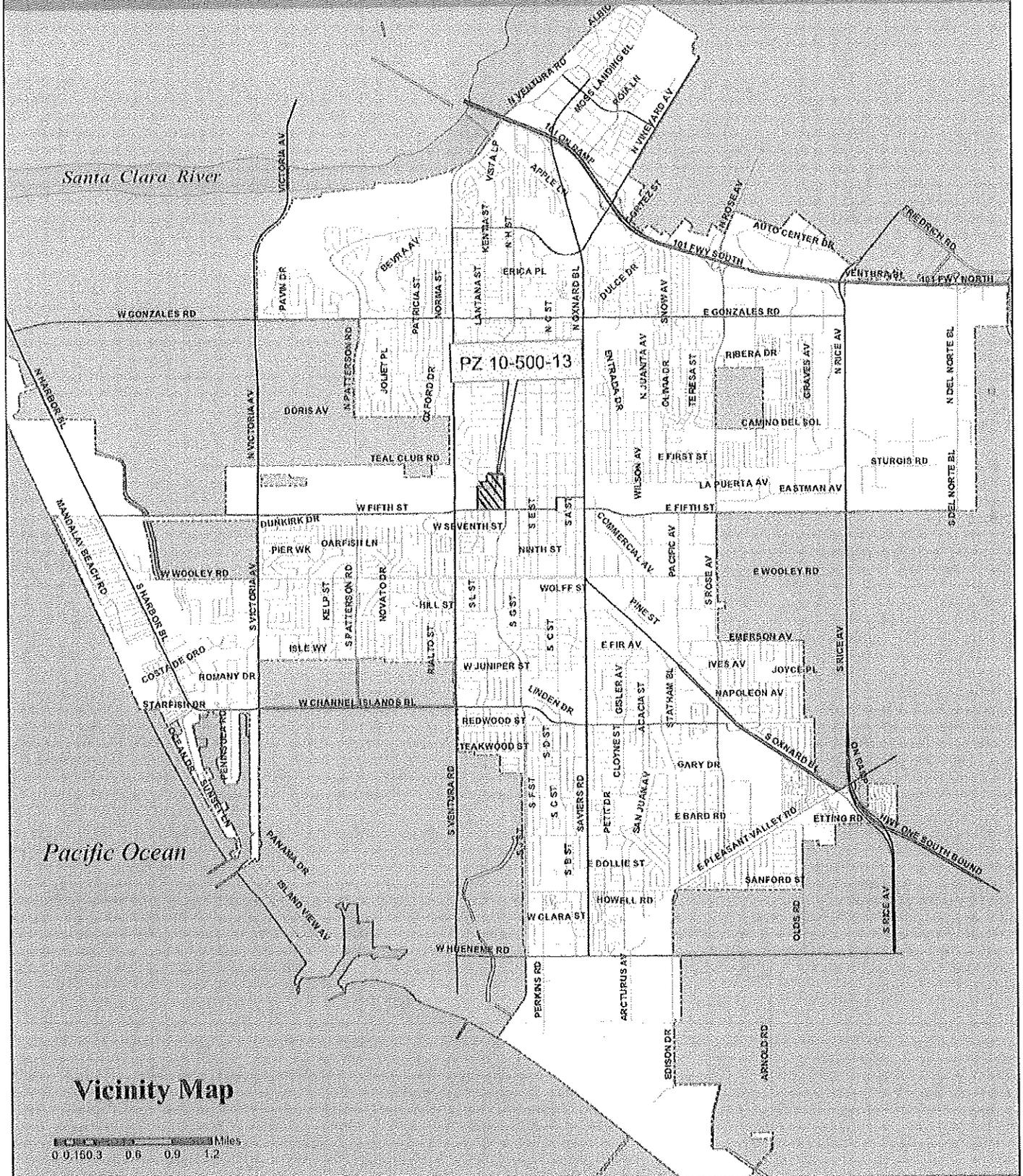
Prepared by: 
BF
Approved by: 
SM

*PZ No. 10-500-13, Campus Park
Planning Commission: August 2, 2012*

ATTACHMENT A

Maps (Vicinity, General Plan, Zoning)

Vicinity Map



Vicinity Map

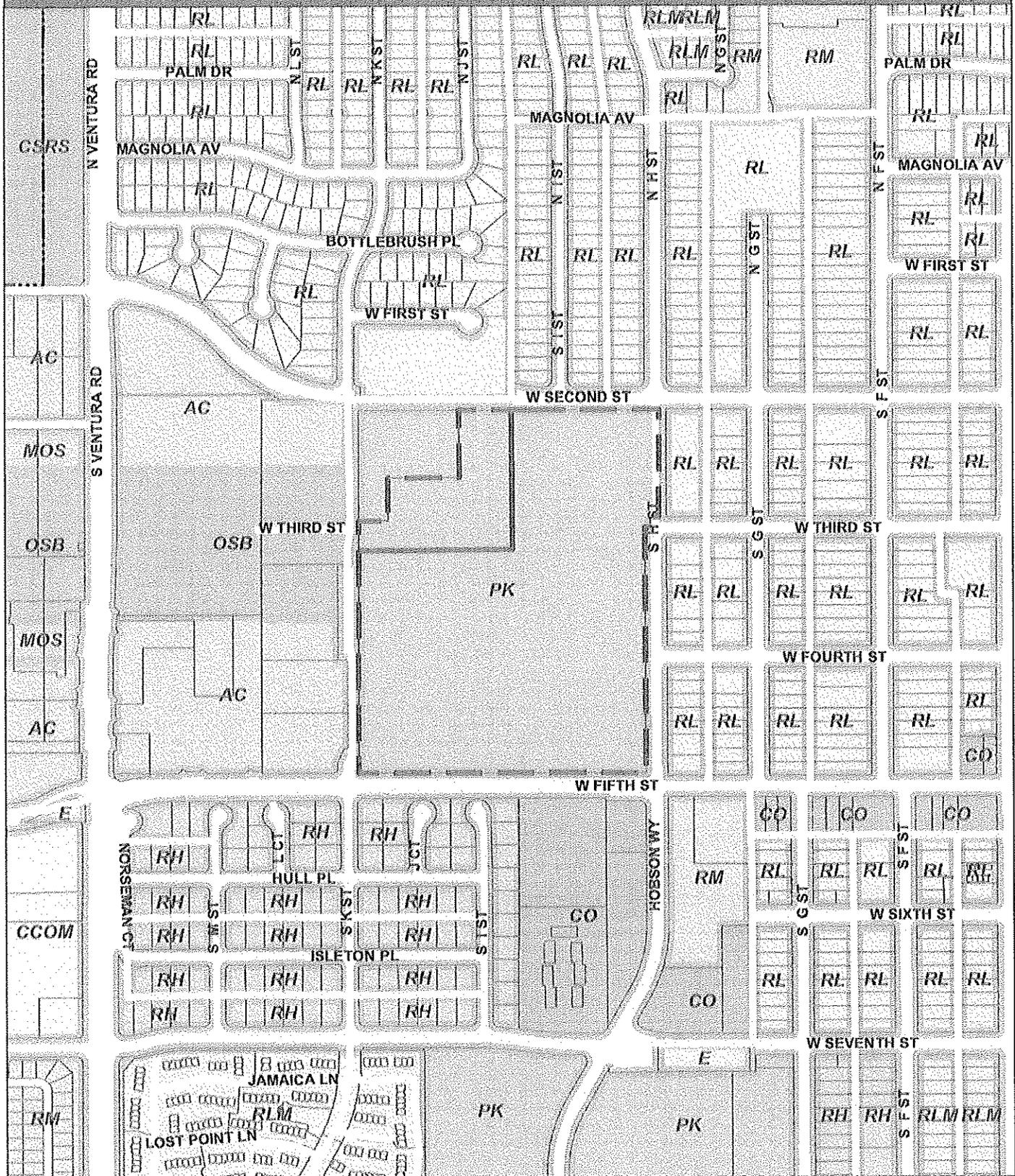
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Oxnard Planning
January 27, 2011

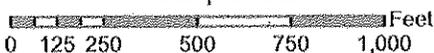
PZ 10-500-13
Location: 937 W Fifth St
APN: 202001072, 202001073
Campus Park

General Plan Map



Oxnard Planning
January 27, 2011

PZ 10-500-13
Location: 937 W Fifth St
APN: 202001072, 202001073
Campus Park

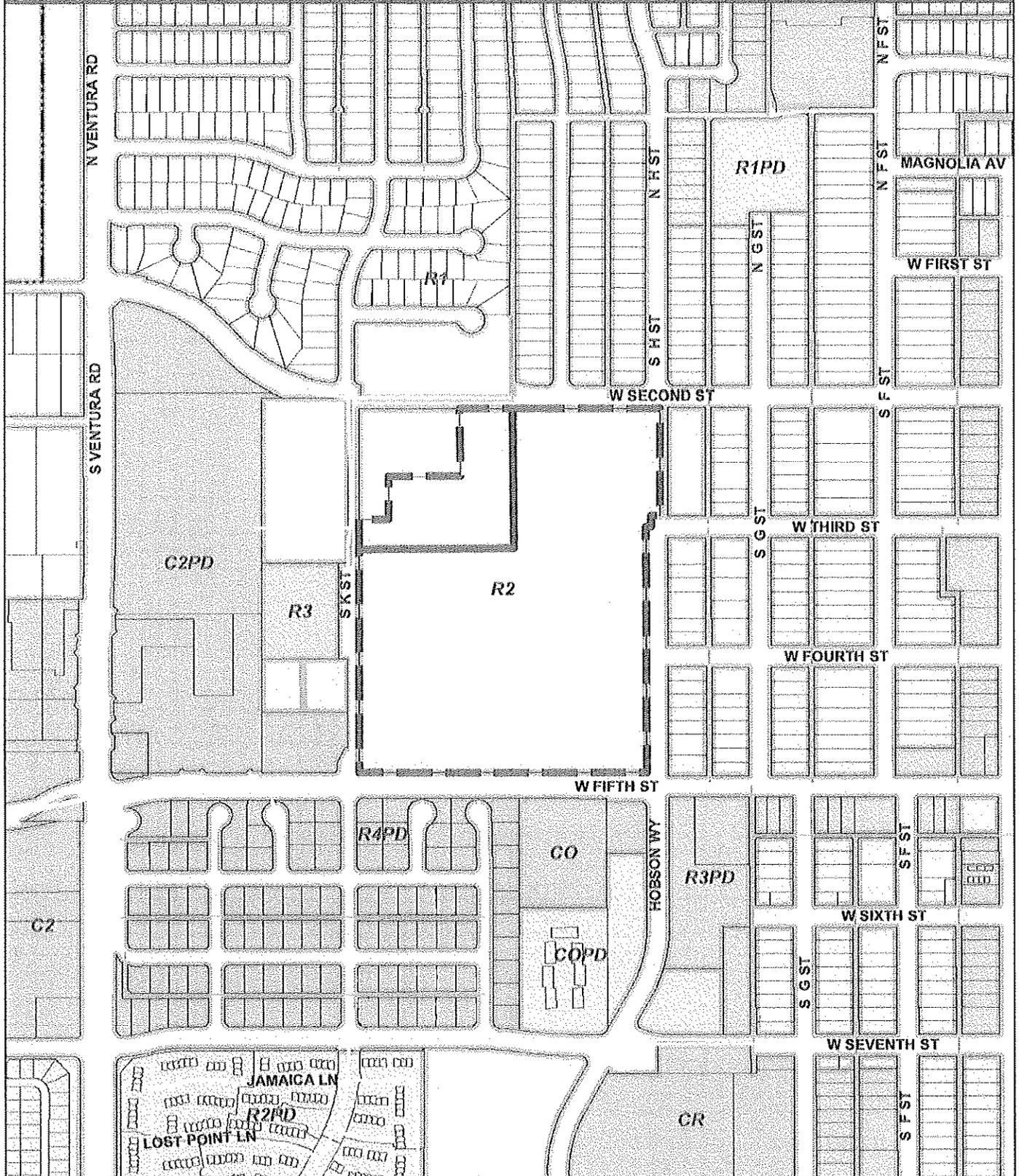


General Plan Map

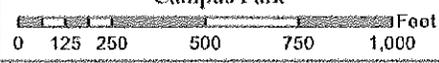


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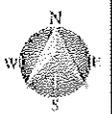
Zone Map



PZ 10-500-13
Location: 937 W Fifth St
APN: 202001072, 202001073
Campus Park



Zone Map



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*PZ No. 10-500-13, Campus Park
Planning Commission: August 2, 2012*

ATTACHMENT B

Reduced Project Plans

GENERAL NOTES

- REFER TO THE PRELIMINARY LANDSCAPE PLAN FOR PLANTING SCHEDULE. ALL FINAL PLANT SELECTIONS WILL BE MADE IN COORDINATION WITH THE CITY LANDSCAPE ARCHITECT AND IN ACCORDANCE WITH THE PARKS LANDSCAPE STANDARDS.
- IRRIGATION SYSTEMS WILL BE DESIGNED FOR FUTURE RECLAIMED WATER AND IN ACCORDANCE WITH CITY OF OXNARD LANDSCAPE WATER CONSERVATION ORDINANCE #25322.
- THE EXISTING TREES IN THE SOUTH EAST CORNER OF THE SITE TO REMAIN PROTECTED IN PLACE WILL HAVE AN APPROVED CHAIN LINK FENCE INSTALLED AROUND THEIR DROPLINE PERIMETER DURING CONSTRUCTION IN ORDER TO PREVENT ANY PLACEMENT OF MATERIALS OR VEHICULAR ACCESS WITHIN THEIR ROOT ZONES.
- (NOTE: SPECIES & SIZES TO BE IDENTIFIED IN THE ARBORIST REPORT BEING PREPARED).
- ALL VEHICULAR DRIVEWAYS HAVE A MIN. 40 FT. ENTRY THROAT.
- AIRCRAFT VIEWING AREA SIGNAGE
- A SIGN WILL BE PLACED IN THE PARK THAT WILL READ:
 "Please enjoy the aircraft flying overhead as they fly on final approach into Oxnard Airport. The Oxnard Airport was opened in 1934 and was operated as an Army Air Corps base from 1942 to 1945. Howard Hughes used Oxnard Airport to test his various aircraft in the 1930's and airline passenger service for the citizens of Oxnard and Ventura County began in 1945. The airport is now home to many businesses and aircraft, and based on an economic benefit study completed in 2003, the airport provides over \$80 million in economic benefit to the local community every year and supports over 1500 jobs. You can learn more about the Oxnard Airport by visiting www.oxnardairport.com."

LEGEND

- PROPOSED PARK MONUMENTATION SIGN LOCATION (M)
- EMERGENCY VEHICLE PATH OF TRAVEL
- PLANTING AREA - REFER TO PRELIM LANDSCAPE PLAN
- TYPICAL PICNIC TABLE
- TYPICAL CITY STANDARD TRASH RECEPTACLE
- PLANTED TREE WELL LOCATIONS
- CENTRAL PROXEMIC FEATURE PAVING
 18" wide conc. border with serrated, serrated, rounded aggregate concrete paving
- COURTYARD PAVING
- CONCRETE WALKWAY PAVING
 Natural grey concrete with medium brown fleck
- DECOMPOSED GRANITE WALKWAY
- BUILDING AREA TABULATION:
 - Existing Gymnasium & Locker Wings 39,652 sq ft
 - Existing 2-entry Bldg. (Formerly) 14,225 sq ft
 - Proposed Restroom/Chrysalis/Electrical/Storage Bldg. 1,755 sq ft
 - Proposed Restroom/Storage Bldg. 659 sq ft
 - Proposed Maintenance Bldg. 1,154 sq ft
- PARKING TABULATION - TOTAL: 427
 - STANDING STALLS 359
 - SEATED STALLS 26
 - BICYCLE STALLS 37
 - MOTORCYCLE STALLS 20

TOTAL SITE AVERAGE: 303

RECEIVED

MAY 18 2012

PLANNING DIVISION
CITY OF OXNARD

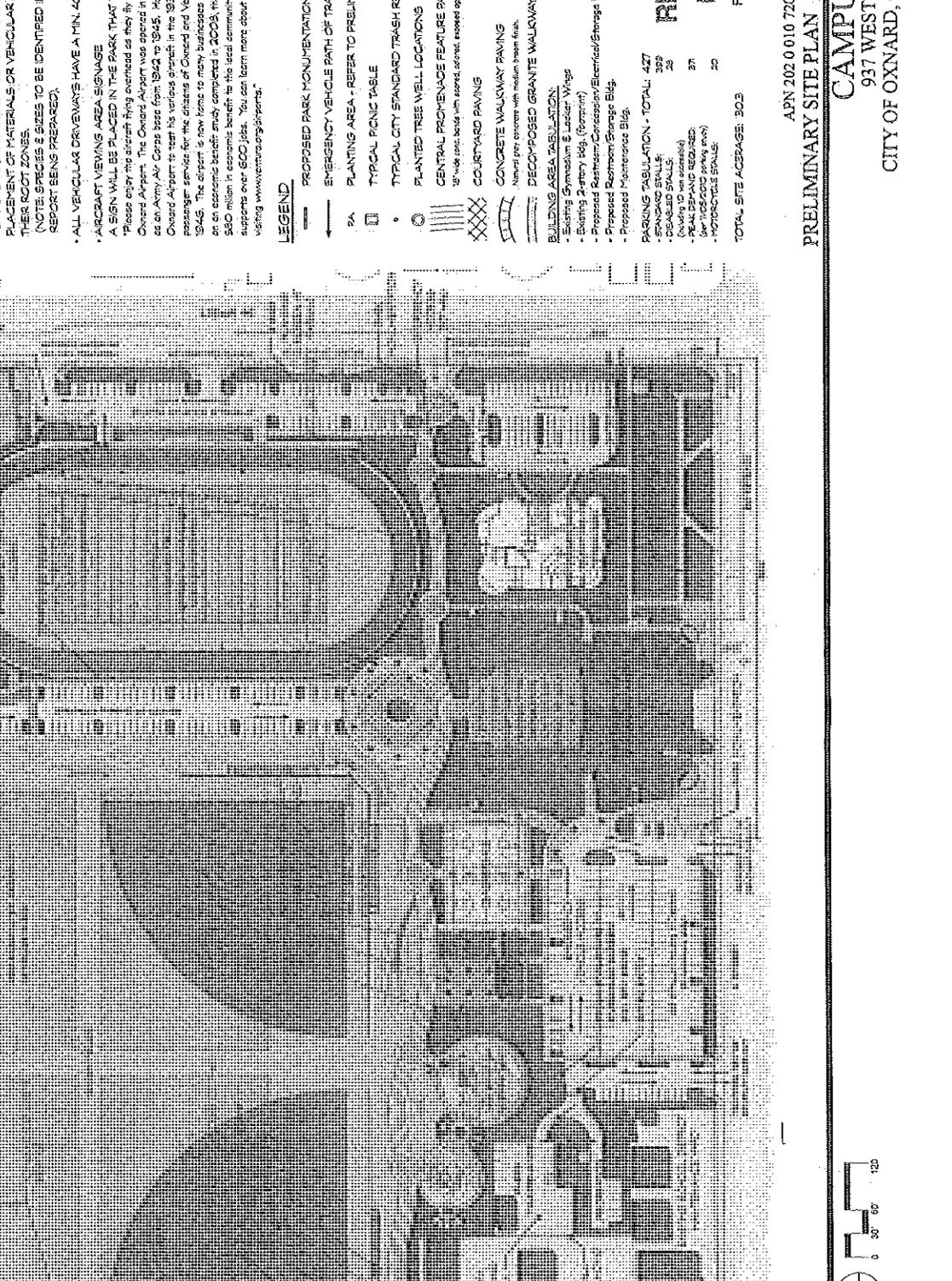
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PRELIMINARY SITE PLAN DRAWING NO. L-1

CAMPUS PARK

937 WEST 5TH STREET

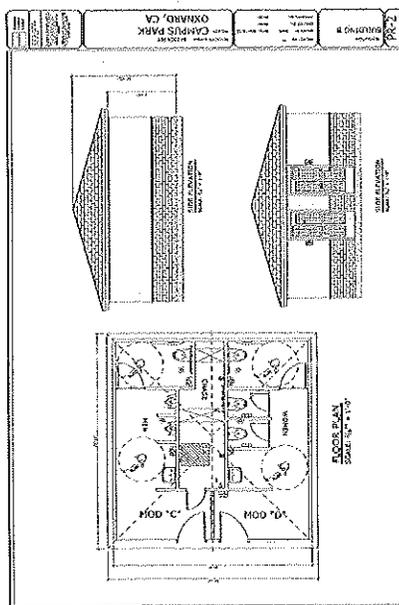
CITY OF OXNARD, CALIFORNIA



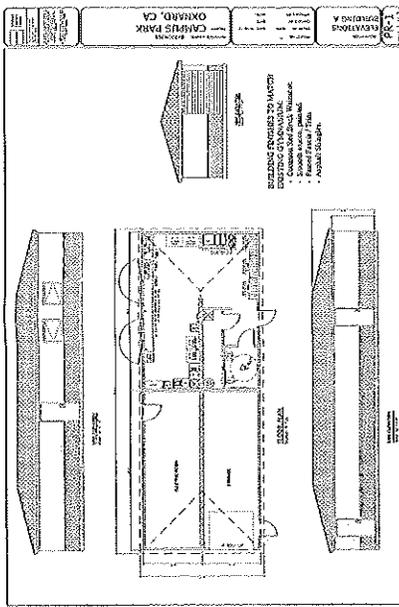
05/18/2012

RJM DESIGN GROUP, INC.
 1000 WEST 10TH STREET, SUITE 100
 OXNARD, CA 93030

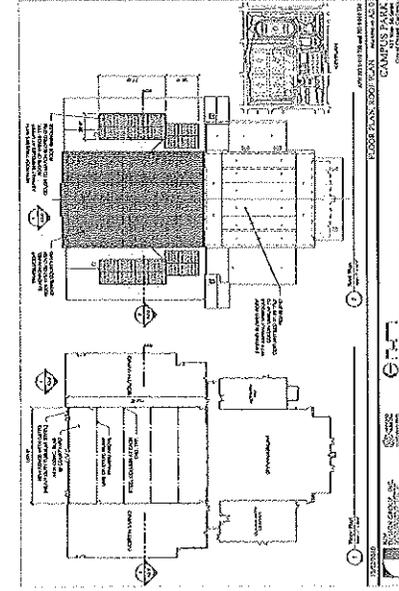
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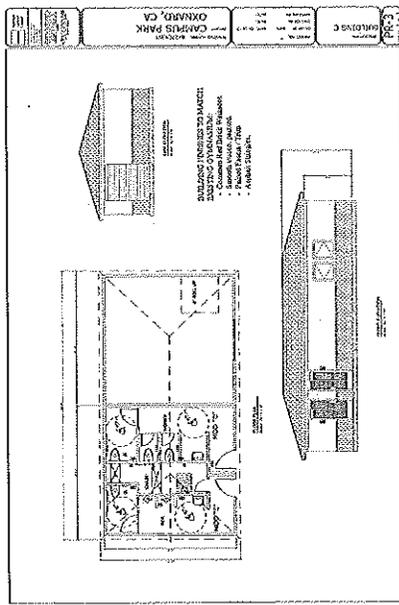
○ RESTROOM BUILDING AND ELEVATION



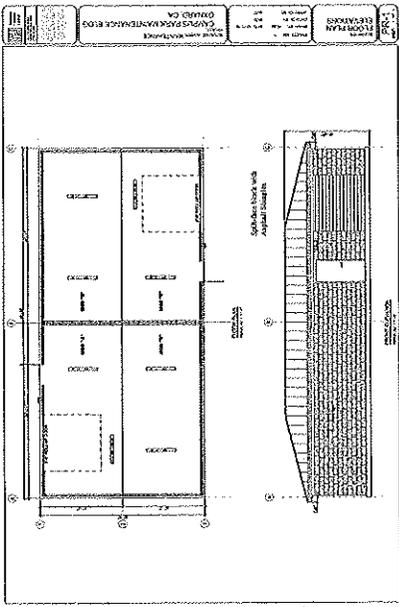
○ RESTROOM/CONCESSIONS/ELECTRICAL ROOM/STORAGE BLDG. ELEVATION



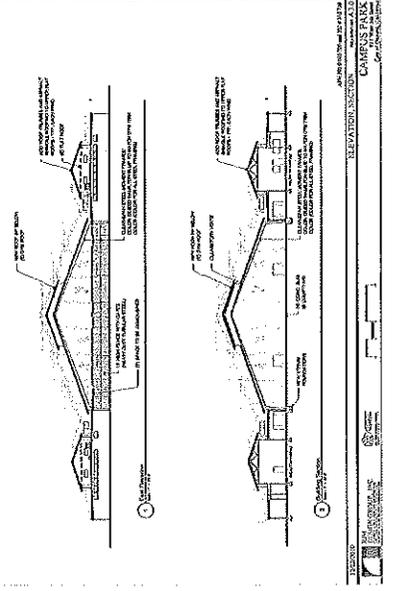
○ GYMNASIUM COURTYARD ROOF PLAN



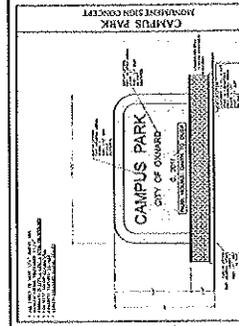
○ RESTROOM STORAGE BUILDING AND ELEVATION



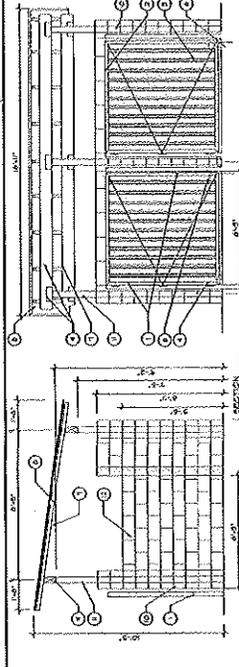
○ MAINTENANCE BLDG. PLAN AND ELEVATION



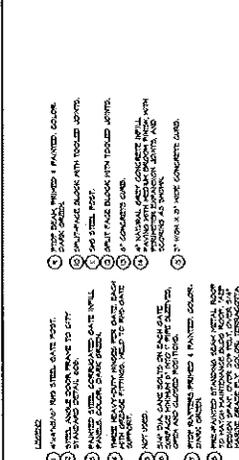
○ GYMNASIUM COURTYARD ROOF ELEVATION



○ PROPOSED MONUMENT SIGN ELEVATION



○ TRASH ENCLOSURE ELEVATIONS



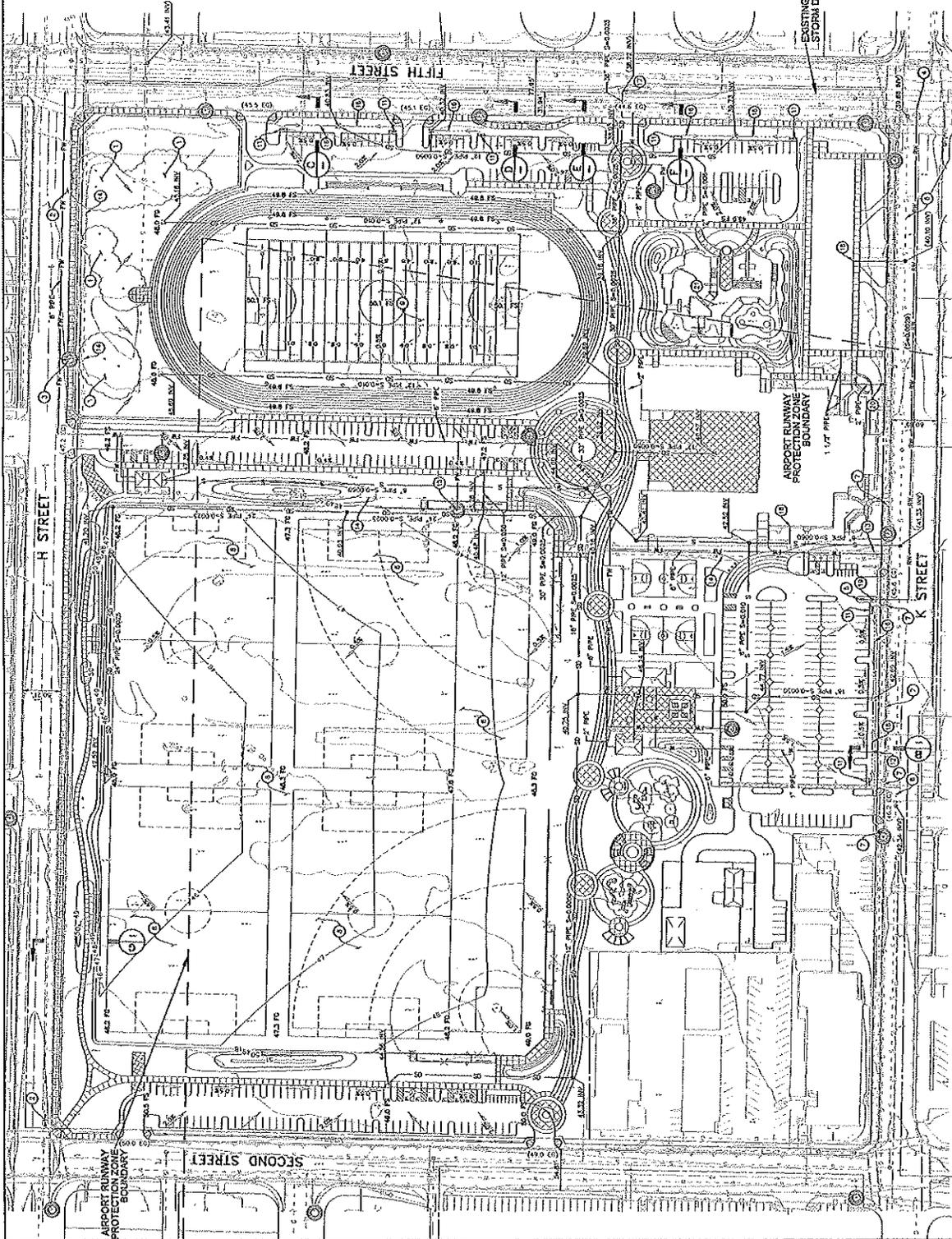
○ GYMNASIUM COURTYARD ROOF ELEVATION

05/18/2012

PRELIMINARY STRUCTURES DRAWING NO. L-3

CAMPUS PARK
937 WEST 5TH STREET
CITY OF OXNARD, CALIFORNIA

RJM DESIGN GROUP, INC.
PLANNING AND LANDSCAPE ARCHITECTURE
3000 WEST OXNARD AVENUE, SUITE 100
OXNARD, CA 93030
TEL: 805.325.1111
WWW.RJMDG.COM



NOTES

- 1 EXISTING TO BE PROTECTED.
- 2 EXISTING FIRE HYDRANT.
- 3 EXISTING FIRE HYDRANT TO BE RECONNECTED TO EXISTING FIRE HYDRANT TO PROPOSED WATER MAIN & CONDUIT TO FUTURE RECYCLED WATER MAIN.
- 4 PROPOSED RECYCLED WATER LINE FOR SITE PROTECTION.
- 5 EXISTING SHALLOW WATER LINE (APPROX. 4.5 FEET DEEP) LATERAL CONNECTIONS MAY REQUIRE EXISTING WATER LINE AND USE OF CONDUIT.
- 6 EXISTING 4" FIBER OPTIC WITH RUNWAY PROTECTION ZONE.
- 7 PROPOSED ATHLETIC FIELD SUBDRAINAGE SYSTEM FOR INITIAL TURF. NOT USED.
- 8 PROPOSED ATHLETIC FIELD SUBDRAINAGE SYSTEM FOR INITIAL TURF. NOT USED.
- 9 CONCRETE CURB AND BARRIER WITH PER DETAIL A ON SHEET C-2.
- 10 INITIAL 1" WATER METER.
- 11 EXISTING BACK FLOW PREVENTION DEVICE.
- 12 EXISTING WATER LINE TO BE AVOIDED.
- 13 AIRBORNE DROPPING LINE HYDRANT LATERAL AND CONDUIT TO PROPOSED 2" WATER METER. FINAL LOCATION SHALL BE DETERMINED BY THE FIRE DEPARTMENT.
- 14 CONDUIT INSTALLED SHALL BE PER DETAIL A-2 OF THE NATIONAL ELECTRICAL CODE. ALL CONDUITS SHALL BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE. CONDUITS SHALL BE A MINIMUM OF 18" DEEP WITH 18" OF COVER.
- 15 PROPOSED JUNCTION STRUCTURE NO. 1 PER CITY OF OXNARD STANDARD PRACTICE.
- 16 AIRBORNE DROPPING LINE AND RECONNECT FOR PLUMB.
- 17 INITIAL 6" RECYCLED WATER METER AND BACKFLOW PREVENTION DEVICE.
- 18 INITIAL 2" WATER METER.
- 19 CONCRETE SLOPE-PROOF DRAIN AND CONDUIT TO PROPOSED STORM DRAIN SYSTEM.

LEGEND

- PROPOSED STORM DRAIN
- PROPOSED CONDUIT LINE
- PROPOSED WATER LINE
- PROPOSED RECYCLED WATER LINE
- PROPOSED FIRE WATER LINE
- PROPOSED STORMWATER DRAIN THROUGH DRAINAGE
- PROPERTY LINE
- PROPOSED AIRPORT RUNWAY PROTECTION ZONE
- PROPOSED STORM DRAIN VALVE
- PROPOSED STORM WATER TREATMENT DEVICE
- PROPOSED SURFACE DRAINAGE
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT

APN 202 0 010 720 and 202 0 010 730

PRELIMINARY PROPOSED CIVIL IMPROVEMENTS DRAWING NO. C-1

CAMPUS PARK
350 SOUTH K STREET
CITY OF OXNARD, CALIFORNIA

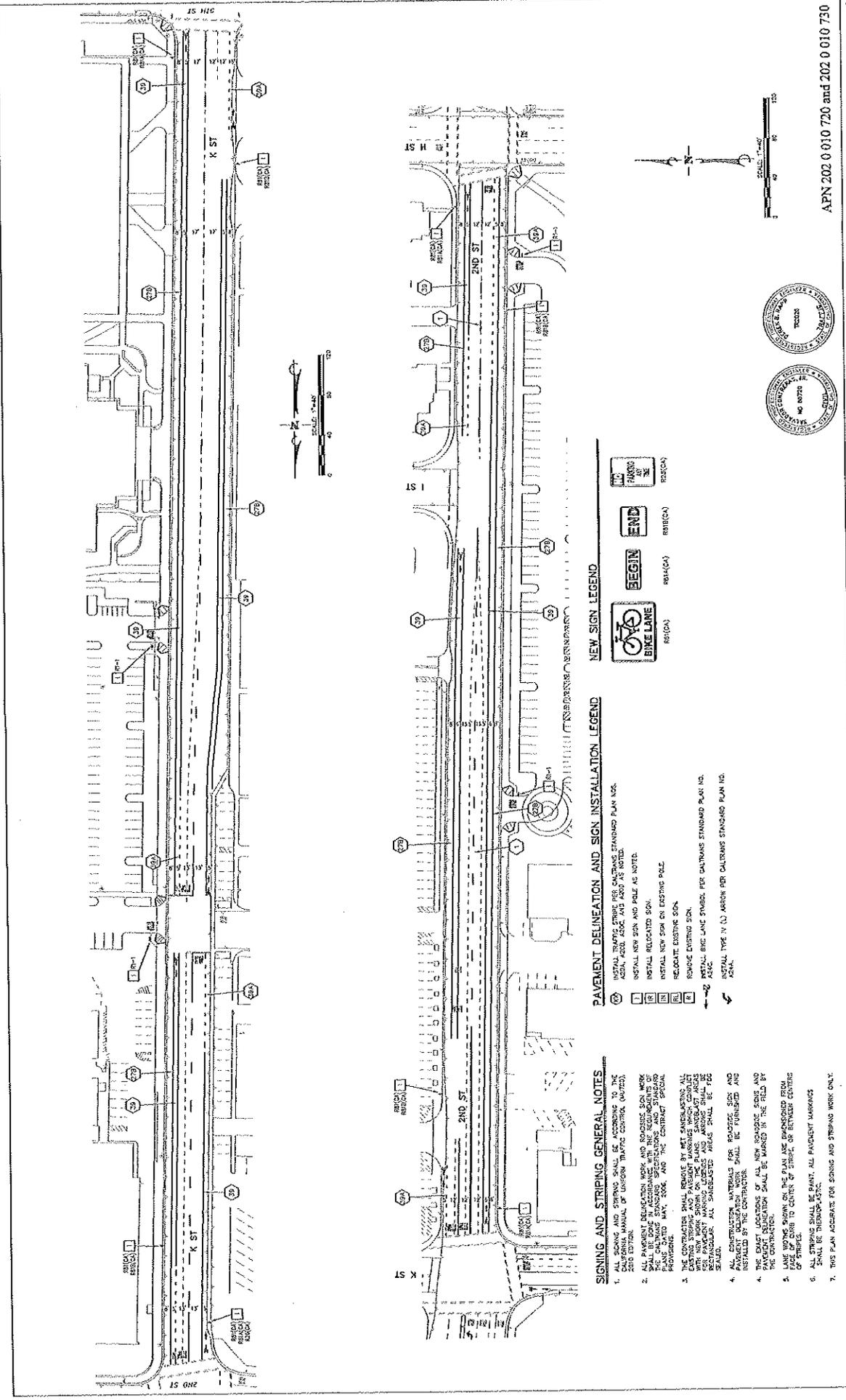
05/18/2012



 RIM DESIGN GROUP, INC.
 1220 W. OXNARD BLVD., SUITE 200
 OXNARD, CA 93030
 (805) 325-1111
 WWW.RIMDESIGN.COM

PROJECT CHIEF: [Name]
 PROJECT NO: [Number]
 SHEET NO: [Number]

CITY OF OXNARD
 REVIEWED BY: [Name]
 DATE: [Date]



APN 202 0 010 720 and 202 0 010 730

PRELIMINARY PROPOSED STRIPING AND SIGNAGE IMPROVEMENTS DRAWING NO. **SS - 2**

CAMPUS PARK
 937 West 5th Street
 City of Oxnard, California

CITY OF OXNARD
 RECALLED BY:
 SPONSOR:

DESIGNED BY:
 CHECKED BY:
 PERMITTED BY:
 DATE:

05/18/2012



RJM DESIGN GROUP, INC.
 PLANNING AND LANDSCAPE ARCHITECTS
 1000 WEST 5TH STREET, SUITE 200
 OXNARD, CALIFORNIA 93055
 TEL: 805.325.2222 FAX: 805.325.2223
 WWW.RJMDG.COM

SIGNING AND STRIPING GENERAL NOTES

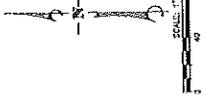
1. ALL SIGNAGE SHALL BE ACCORDING TO THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL (MUTCD), 8TH EDITION.
2. ALL PAVEMENT DELINEATION WORK AND SIGNAGE SHALL BE INSTALLED IN ACCORDANCE WITH THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL (MUTCD), 8TH EDITION, AND THE CONTRACT SPECIAL PROVISIONS.
3. THE CONTRACTOR SHALL REMOVE BY HOT SAWCUTTING ALL EXISTING STRIPING AND PAVEMENT MARKINGS WHICH CONFLICT WITH THE PROPOSED STRIPING AND SIGNAGE. ALL SIGNAGE SHALL BE INSTALLED IN THE PROPOSED AREAS AND AROUND SHALL BE REPAIRED. ALL UNPAVED AREAS SHALL BE FILL.
4. CONTRACTOR MATERIALS FOR ROADSIDE SIGNS AND PAVEMENT DELINEATION WORK SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR.
5. THE EXACT LOCATIONS OF ALL NEW SIGNAGE SHALL BE AS SHOWN ON THE PLAN AND SHALL BE MARKED IN THE FIELD BY THE CONTRACTOR.
6. ALL SIGNAGE SHALL BE PLACED IN THE FIELD BY THE CONTRACTOR.
7. THIS PLAN ACCURATE FOR SIGNING AND STRIPING WORK ONLY.

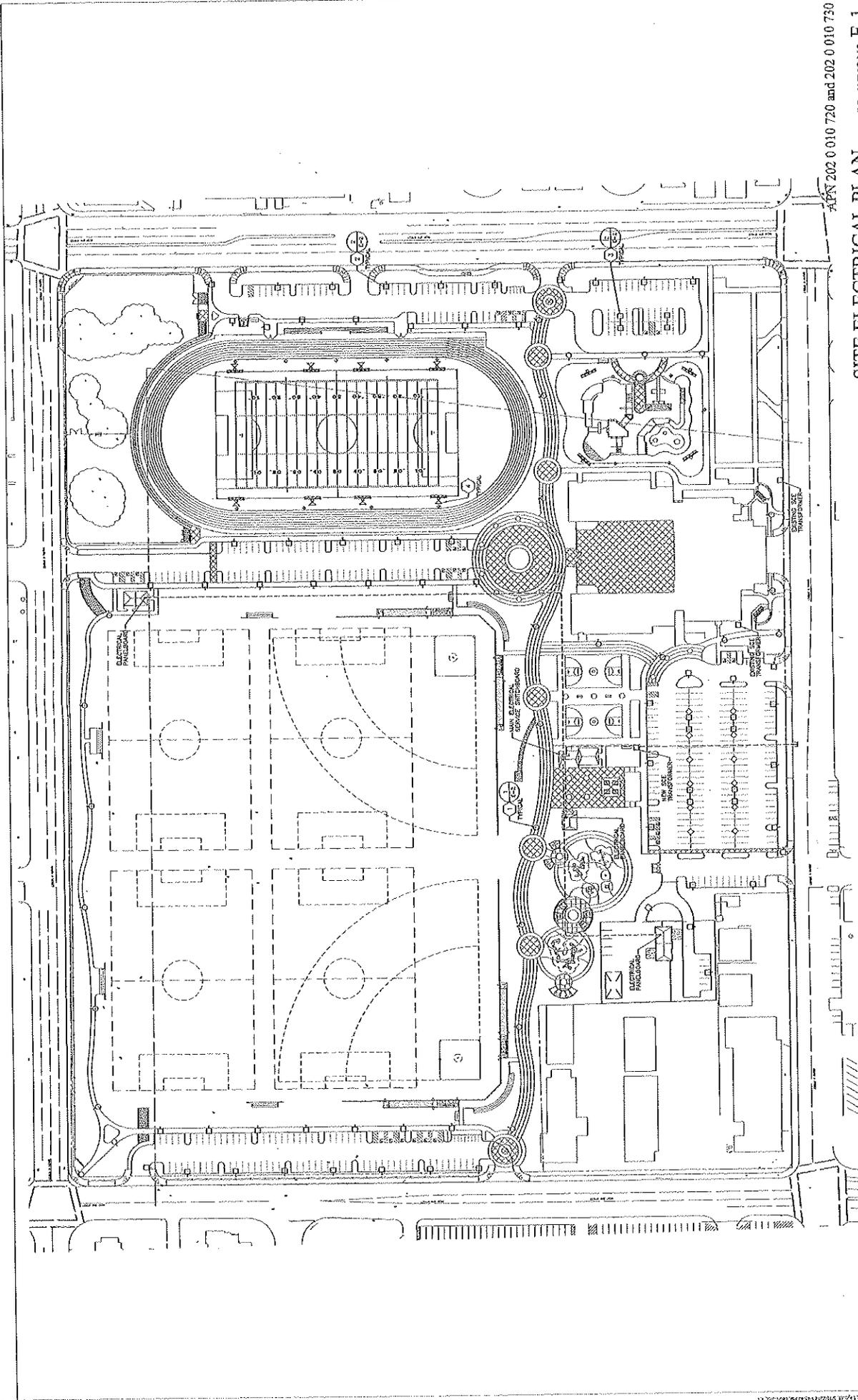
PAVEMENT DELINEATION AND SIGN INSTALLATION LEGEND

- ① INSTALL TRAFFIC SIGNALS PER CALTRANS STANDARD PLAN 102.
- ② INSTALL ASSESS AND POLE AS NOTED.
- ③ INSTALL NEW SIGN AND POLE AS NOTED.
- ④ NOTAL RELOCATED SIGN.
- ⑤ INSTALL NEW SIGN ON EXISTING POLE.
- ⑥ RELOCATE EXISTING SIGN.
- ⑦ REMOVE EXISTING SIGN.
- ⑧ INSTALL BICYCLE LANE SYMBOL PER CALTRANS STANDARD PLAN 102.
- ⑨ INSTALL TYPE IV (U) ARROW PER CALTRANS STANDARD PLAN 102.

NEW SIGN LEGEND

- ① BICYCLE LANE
- ② BEGIN
- ③ END
- ④ PARKING





APN 202 0 010 720 and 202 0 010 730

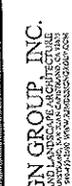
SITE ELECTRICAL PLAN DRAWING NO. E-1

CAMPUS PARK
 937 West 5th Street
 City of Oxnard, California

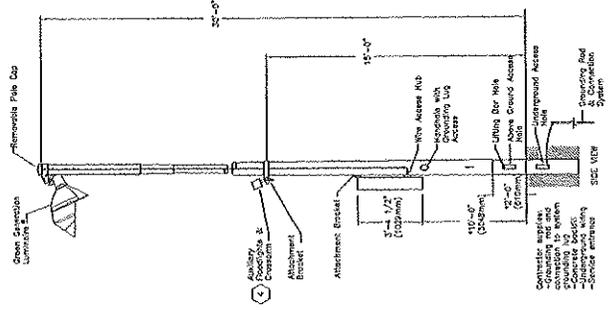
05/18/2012

RIM DESIGN GROUP, INC.
 2700 SERRANO AVENUE, SUITE 200
 OXNARD, CALIFORNIA 93035
 TEL: 805.461.1911 FAX: 805.461.1912
 WWW.RIMDESIGNGROUP.COM

PROJECT NO. 12-001
 1800 W. 5th Street
 Oxnard, California
 93035

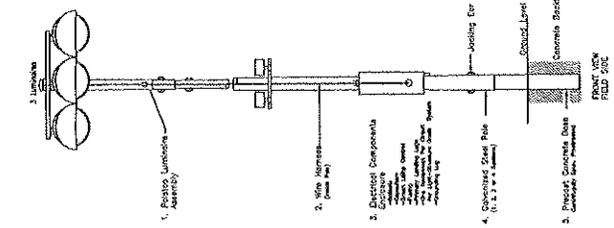


DATE: 05/18/2012
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: 12-001



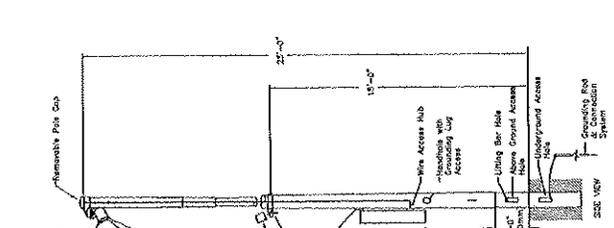
Notes:
 1. This drawing is not to scale.
 2. All dimensions are in feet and inches unless otherwise specified.
 3. All materials shall be as specified in the drawings and specifications for SKATE PARK SPORTS LIGHTING AND SPECIFICATIONS FOR ELECTRICAL INSTALLATION AND SPECIFICATIONS FOR ELECTRICAL INSTALLATION.
 4. Provide for auxiliary equipment such as speaker or security lighting on the pole.
 5. Copyright 1991, 2007 Inco Lighting. Patents issued and pending.

SKATE PARK SPORTS LIGHTING SIMPLE ELEVATION 1



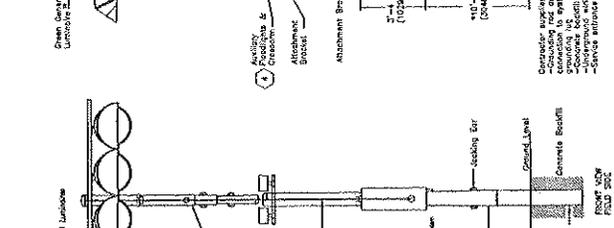
Notes:
 1. This drawing is not to scale.
 2. All dimensions are in feet and inches unless otherwise specified.
 3. All materials shall be as specified in the drawings and specifications for SKATE PARK SPORTS LIGHTING AND SPECIFICATIONS FOR ELECTRICAL INSTALLATION AND SPECIFICATIONS FOR ELECTRICAL INSTALLATION.
 4. Provide for auxiliary equipment such as speaker or security lighting on the pole.
 5. Copyright 1991, 2007 Inco Lighting. Patents issued and pending.

SKATE PARK SPORTS LIGHTING NORTH SIDE SIMPLE ELEVATION 2



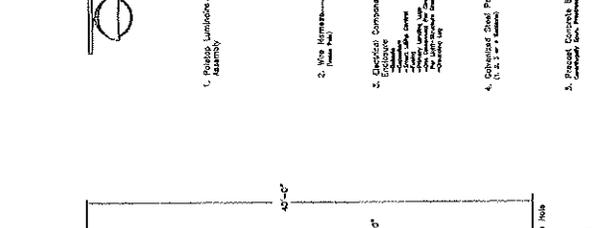
Notes:
 1. This drawing is not to scale.
 2. All dimensions are in feet and inches unless otherwise specified.
 3. All materials shall be as specified in the drawings and specifications for SKATE PARK SPORTS LIGHTING AND SPECIFICATIONS FOR ELECTRICAL INSTALLATION AND SPECIFICATIONS FOR ELECTRICAL INSTALLATION.
 4. Provide for auxiliary equipment such as speaker or security lighting on the pole.
 5. Copyright 1991, 2007 Inco Lighting. Patents issued and pending.

SKATE PARK SPORTS LIGHTING SOUTH SIDE SIMPLE ELEVATION 3



Notes:
 1. This drawing is not to scale.
 2. All dimensions are in feet and inches unless otherwise specified.
 3. All materials shall be as specified in the drawings and specifications for SKATE PARK SPORTS LIGHTING AND SPECIFICATIONS FOR ELECTRICAL INSTALLATION AND SPECIFICATIONS FOR ELECTRICAL INSTALLATION.
 4. Provide for auxiliary equipment such as speaker or security lighting on the pole.
 5. Copyright 1991, 2007 Inco Lighting. Patents issued and pending.

SKATE PARK SPORTS LIGHTING SOUTH SIDE SIMPLE ELEVATION 3



Notes:
 1. This drawing is not to scale.
 2. All dimensions are in feet and inches unless otherwise specified.
 3. All materials shall be as specified in the drawings and specifications for SKATE PARK SPORTS LIGHTING AND SPECIFICATIONS FOR ELECTRICAL INSTALLATION AND SPECIFICATIONS FOR ELECTRICAL INSTALLATION.
 4. Provide for auxiliary equipment such as speaker or security lighting on the pole.
 5. Copyright 1991, 2007 Inco Lighting. Patents issued and pending.

SKATE PARK SPORTS LIGHTING SOUTH SIDE SIMPLE ELEVATION 3



RIM DESIGN GROUP, INC.
 11555 CALIFORNIA STREET, SUITE 100
 VAN NUYS, CALIFORNIA 91411
 TEL: 818-708-0000 FAX: 818-708-0001
 WWW.RIMDESIGN.COM

05/18/2012
 RIM DESIGN GROUP, INC.
 11555 CALIFORNIA STREET, SUITE 100
 VAN NUYS, CALIFORNIA 91411
 TEL: 818-708-0000 FAX: 818-708-0001
 WWW.RIMDESIGN.COM

*PZ No. 10-500-13, Campus Park
Planning Commission: August 2, 2012*

ATTACHMENT C

PAL Activities List

Campus Park Activities

CURRENT PROGRAMS

Hours Active 8:00am – 11:00pm

Two-Story:

Program	Participants	Hours
Police STOP Center		
Weight room	100	
Wrestling	75	
Computer Labs	45	
Music	75	
Athletic Mentoring/Training	75	
Meeting rooms	50	
Cultural Programs	125	
Pre-school	75	
Food Pantry	100	
Future leaders of America	45	

**Programs
have various
hours between
8:00am-11:00pm
Monday-Sunday**

Gym:

Program	Participants	Hours
Youth Center	125	Mon-Fri 3pm-7pm (11am-7pm June-Aug)
Dance Rehearsals	80	Mon-Fri 3pm-7pm, Sat 10-2pm
Ping-Pong	60	Mondays 7pm-10pm
Badminton	60	Thursdays 7pm-10pm
Open Gym (basketball)	50	Monday-Friday 3pm-7pm
Video Production	30	Monday-Friday 3pm-7pm
Youth Leadership Program	35	Monday-Friday 3pm-7pm
Mentoring Programs	35	Monday-Friday 3pm-7pm
Jr. High Dances	500	Fridays 6pm-10pm (8-12 times/year)
Boxing	125	Monday-Friday 4:30pm-8:30pm
Fitness Programs	75	Monday, Tuesday, Thursday 7:00-8:00
Basketball Team Practice	120	Monday-Friday 3:00pm-7:00pm
Volleyball Team Practice	30	Monday-Friday 3:00pm-7:00pm (Aug/Sept)
Flag Football (Grass Area)	45	Monday-Friday 3:00pm-7:00pm (Aug-Nov)
Summer Lunch Program	75	Monday-Friday 11:00am-1:30pm (Jun-Aug)

PROPOSED ADDED PROGRAMS

- Soccer Practice
- Soccer Games & Tournaments
- Skatepark Daily Use & Competitions
- Flag Football Practice (increase in participation)
- Flag Football Games
- Track Program
- Track Tournaments

*PZ No. 10-500-13, Campus Park
Planning Commission: August 2, 2012*

ATTACHMENT D

Initial Study for MND No. 11-01 & comment letters

*PZ No. 10-500-13, Campus Park
Planning Commission: August 2, 2012*

ATTACHMENT E

General Plan Consistency Table

General Plan Consistency Table

The City's 2030 General Plan land use designation for the subject site is Park (PK), and the proposed project will be consistent with numerous policies contained in the General Plan as listed in the following table. Consistency with the 2030 General Plan is defined by the relationship between 2030 General Plan policies and the proposed project. The three consistency classification levels are:

- I. Direct Applicability to a Proposed Project or Program.
- II. Related or Indirect Applicability to the Proposed Project or Program.
- III. No or Distant Applicability to the Proposed Project or Program (all policies not listed as Level I and II are assumed to be consistent).

POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
CD 1.6	I	Enhance resident quality of life by providing adequate space for schools, libraries, parks and recreation areas, as well as space for the expansion of public facilities to support the community's vision.	The proposed project will expand parks and recreation facilities in the central portion of the City, and enhance the quality of life.
CD 8.2	II	Continue to ensure that public services and facilities are in place at the time of need or prior to the time new development occurs in order to avoid overloading existing urban service systems.	Existing public services and facilities currently exist in the vicinity of the project site, such as Fire Station No. 1 across the street from the project site, and can adequately serve the proposed park.
CD 8.5	I	Ensure that new development avoids or mitigates impacts on air quality, traffic congestion, noise, and environmental resources to the maximum extent feasible.	The proposed project will adequately mitigate all anticipated environmental effects, and no effects were identified as being potentially significant impacts.
ICS 8.4	I	Where designated, require proposed developments to include bicycle paths and/or lanes in their plan and to clearly indicate possible bicycling hazards such as speed bumps and storm drain inlet grates in parking lots.	The proposed project will include new bike lanes on adjacent roads, bike paths free of hazards, and numerous on-site bicycle parking facilities.
ICS 8.5	I	Consider and require where appropriate and feasible the enhancement of the pedestrian environment as part of private development and public works projects, especially for public sidewalks.	The proposed project will include new and existing public sidewalks around the perimeter of the site, as well as numerous on-site paved pedestrian walkways.

POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
ICS 8.6	I	Require installation of ADA compliant handicapped ramp curbs-cuts and other ADA access with all new roadway construction and significant reconstruction of existing roadways, parking lots, plazas and pedestrian areas, and parks.	The proposed project will include new and existing handicap-accessible sidewalks, on-site walkways, and numerous on-site handicap parking spaces.
ICS 8.13	I	Require that new development treat pedestrian and bicycle circulation as equal to or preferred to vehicular access in site design including, but not limited to, access to neighborhood and commercial shopping centers, and parks.	The proposed project will include pedestrian and bicycle paths throughout the site, and encourages modes of transportation other than vehicles.
ICS 9.2	I	Review development proposals to encourage shared parking use and ensure adverse parking impacts are minimized or avoided.	Traffic Engineering staff has reviewed the proposal, and determined that the proposed parking exceeds the minimum requirements for this type of development.
ICS 11.4	I	Continue upgrading the potable and recycled water transmission and distribution systems in a timely manner to meet anticipated demand and to implement the GREAT Program.	The proposed project will include water line extensions for future connection to recycled water from the GREAT Program.
ICS 11.12	I	Require the use of non-potable water supplies for irrigation of landscape and agriculture, whenever available.	The proposed project will utilize recycled water from the GREAT Program, when available.
ICS 17.5	I	Require undergrounding of utility lines in new development, except where it is not feasible due to electrical transmission load or other operational issues.	The proposed project will remove the above-ground utility lines and poles along K Street, and replace with underground facilities.
ICS 23.1	I	Provide park and recreation facilities at a level that meets the standards for neighborhood and community parks as follows: Community Park, minimum 20 net acre per park, and a service radius of 1 to 1½ miles.	The proposed project will fill an immediate need for new community parks in Oxnard, and will meet the size and service radius criteria for a Community Park.

POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
ICS 23.2	I	Continue to maintain and rehabilitate parks and recreation facilities.	The proposed project will rehabilitate the existing site and former campus, and provide a new community park in Oxnard.
ICS 23.10	I	Require that new parks be located and designed in such a way as to facilitate their security and policing.	The proposed site design utilizes clear lines of sight from public rights-of-way, vehicular access throughout the park for Police and Fire vehicles, as well as night lighting, in order to facilitate site security at all times.
ER 6.5	I	Require that all outdoor light fixtures... use low-energy, shielded light fixtures which direct light downward and, where public safety would not be compromised, encourage the use of low-pressure sodium lighting for all outdoor light fixtures.	The proposed high-intensity field lighting will be installed with shielding to contain the glare on the park site, and prevent spillover onto adjacent properties. Other site lighting in the parking lots and walkways will be low-pressure sodium in order to be compatible with airport operations.
SH 6.4	I	Require that proposed development projects not generate more noise than that classified as "satisfactory" based on CEQA thresholds of significance on nearby properties.	A Noise Impact Analysis report was prepared for the project, and MND No. 11-01 includes mitigation measures to reduce the effects of noise on nearby residential properties.
SH 6.11	II	Grant exceptions to the noise standards for commercial and industrial uses only if a recorded noise easement is conveyed by the affected property owners.	The property owner (City of Oxnard) proposes conveyance of an avigation easement to the County of Ventura for the Oxnard Airport. The easement will include any nuisances that may be generated by flyovers from aircraft utilizing the Oxnard Airport (e.g. noise, vibration, height restrictions for structures on the project site, etc.).
SH 9.1	I	Require development around the Oxnard and Camarillo Airports to be consistent with the safety policies and land use compatibility guidelines contained within the Ventura County Airport Land Use Plan.	A Noise Impact Analysis report and Aircraft Hazard & Land Use Risk Assessment report were prepared for the project, both of which provide data demonstrating that the proposed project will not pose an unacceptably high risk to the health, safety, and welfare of the residents, workers and visitors that will utilize the proposed park. The Ventura County Airport Land Use Commission reviewed the proposed project, and determined that the proposal was inconsistent with the Airport Comprehensive Land Use Plan (i.e., recommendation only). The Oxnard City Council may overrule the ALUC.

POLICY	LEVEL	POLICY OR TITLE	EXPLANATION
SH 9.2	I	Ensure development within the airport approach and departure zones are in compliance with applicable Federal Aviation Administration regulations that address objects affecting navigable airspace.	The proposed project site is within the approach/departure zones (Runway Protection Zone, Outer Safety Zone, and Traffic Pattern Zone) for the Oxnard Airport. The project has been reviewed by the FAA's Obstruction Evaluation Division for compliance with 14 CFR Part 77 regulations, and all structures were determined to be consistent or can be modified to achieve consistency. The project will not detrimentally affect navigable airspace or operations at the Oxnard Airport. An aviation easement in favor of Ventura County for the Oxnard Airport will include elements of the FAA's Model Aviation Easement (e.g., height restrictions, use of airspace, aircraft overflight, and noise and vibration nuisances).
MC 3.2	II	Ensure all new development within the City is developed in accordance with Federal Aviation Regulations (FAR) Part 77 that is generally concerned with any construction or alteration more than 200 feet above ground level.	The proposed project has been reviewed by the FAA's Obstruction Evaluation Division for compliance with 14 CFR Part 77 regulations, and all structures were determined to be consistent or can be modified to achieve consistency. The project will not detrimentally affect navigable airspace or operations at the Oxnard Airport. Prior to issuance of any building permits, the developer will be required to provide written evidence of FAA approval.

*PZ No. 10-500-13, Campus Park
Planning Commission: August 2, 2012*

ATTACHMENT F

FAA Determination Letters



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-336-OE

Issued Date: 02/28/2012

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Existing Gymnasium
Location:	Oxnard, CA
Latitude:	34-11-56.73N NAD 83
Longitude:	119-11-28.39W
Heights:	49 feet site elevation (SE) 39 feet above ground level (AGL) 88 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure should continue to be marked/lighted utilizing red lights.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

Any height exceeding 39 feet above ground level (88 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will

void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-336-OE.

Signature Control No: 136085659-159750537

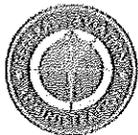
(EBO)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2011-AWP-336-OE

Utilize existing gymnasium, with new roof trusses and asphalt shingle, and attach a new covered courtyard.



Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-335-OE

Issued Date: 03/09/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** NOTICE OF PRESUMED HAZARD ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Covered Courtyard
Location:	Oxnard, CA
Latitude:	34-11-56.71N NAD 83
Longitude:	119-11-26.64W
Heights:	37 feet above ground level (AGL) 86 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 32 feet above ground level (81 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

See Attachment for Additional information.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-335-OE.

Signature Control No: 136085656-138465356
Karen McDonald
Specialist

(NPH)

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2011-AWP-335-OE

FAR 77.19(d) *OXR[EXISTING][NASR] - RWY 25[EXISTING][NASR]: Approach Surface ---> Exceeds by 5 ft.



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2763-OE
 Prior Study No.
 2011-AWP-326-OE

Issued Date: 07/28/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Light Pole 2
 Location: Oxnard, CA
 Latitude: 34-11-55.79N NAD 83
 Longitude: 119-11-22.41W
 Heights: 25 feet above ground level (AGL)
 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This determination expires on 01/28/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2763-OE.

Signature Control No: 142358390-146856051

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2011-AWP-2763-OE

New light pole at new track/football field.



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2765-OE
 Prior Study No.
 2011-AWP-328-OE

Issued Date: 07/28/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Light Pole 4
 Location: Oxnard, CA
 Latitude: 34-11-55.78N NAD 83
 Longitude: 119-11-20.62W
 Heights: 25 feet above ground level (AGL)
 75 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This determination expires on 01/28/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2765-OE.

Signature Control No: 142358394-146856048

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2011-AWP-2765-OE

New light pole at new track/football field.



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2758-OE
 Prior Study No.
 2011-AWP-329-OE

Issued Date: 07/28/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Light Pole 5
 Location: Oxnard, CA
 Latitude: 34-11-53.79N NAD 83
 Longitude: 119-11-19.75W
 Heights: 40 feet above ground level (AGL)
 90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 01/28/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION

OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2758-OE.

Signature Control No: 142357627-146855728

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2011-AWP-2758-OE

New light pole at new track/football field.



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2759-OE
 Prior Study No.
 2011-AWP-330-OE

Issued Date: 07/28/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Light Pole 6
 Location: Oxnard, CA
 Latitude: 34-11-53.80N NAD 83
 Longitude: 119-11-20.94W
 Heights: 40 feet above ground level (AGL)
 90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 01/28/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION

OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2759-OE.

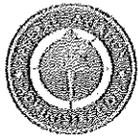
Signature Control No: 142357629-146855727
Karen McDonald
Specialist

(DNE)

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2011-AWP-2759-OE

New light pole at new track/football field.



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-2761-OE
 Prior Study No.
 2011-AWP-332-OE

Issued Date: 07/28/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Light Pole 8
 Location: Oxnard, CA
 Latitude: 34-11-53.82N NAD 83
 Longitude: 119-11-23.32W
 Heights: 40 feet above ground level (AGL)
 90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(arc) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 01/28/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION

OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-2761-OE.

Signature Control No: 142357633-146855726
Karen McDonald
Specialist

(DNE)

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2011-AWP-2761-OE

New light pole at new track/football field.



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-1674-OE

Issued Date: 09/22/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Basketball Court
Location:	Oxnard, CA
Latitude:	34-12-00.87N NAD 83
Longitude:	119-11-26.74W
Heights:	12 feet above ground level (AGL) 62 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/22/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-1674-OE.

Signature Control No: 138975425-150013156

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2011-AWP-1674-OE

New basketball courts at community park, with 12 ft. poles (goals at 10 ft. agl).



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-1675-OE

Issued Date: 09/22/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Light Poles - West Parking Lot
Location:	Oxnard, CA
Latitude:	34-12-01.52N NAD 83
Longitude:	119-11-26.36W
Heights:	16 feet above ground level (AGL) 64 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/22/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-1675-OE.

Signature Control No: 138976689-150013157

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2011-AWP-1675-OE

New light poles (total of 20) within West Parking Lot at community park.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-333-OE

Issued Date: 03/02/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Baseball Backstop South
Location:	Oxnard, CA
Latitude:	34-11-57.70N NAD 83
Longitude:	119-11-24.76W
Heights:	24 feet above ground level (AGL) 73 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-333-OE.

Signature Control No: 136085652-138071329

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2011-AWP-333-OE

Construct new softball diamond, including a new backstop and new sideline fences.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-339-OE

Issued Date: 03/02/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Baseball Sideline Fence South
Location:	Oxnard, CA
Latitude:	34-12-00.00N NAD 83
Longitude:	119-11-24.76W
Heights:	20 feet above ground level (AGL) 69 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-339-OE.

Signature Control No: 136085665-138071326

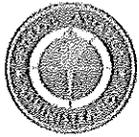
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2011-AWP-339-OE

Construct new softball diamond, including a new backstop and new sideline fences.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-338-OE

Issued Date: 03/02/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Baseball Backstop North
Location:	Oxnard, CA
Latitude:	34-12-04.75N NAD 83
Longitude:	119-11-24.27W
Heights:	24 feet above ground level (AGL) 73 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-338-OE.

Signature Control No: 136085663-138071332

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2011-AWP-338-OE

Modify existing softball diamond, including a new backstop and new sideline fences.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-340-OE

Issued Date: 03/02/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Baseball Sideline Fence North
Location:	Oxnard, CA
Latitude:	34-12-01.50N NAD 83
Longitude:	119-11-24.27W
Heights:	20 feet above ground level (AGL) 69 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-340-OE.

Signature Control No: 136085667-138071330

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2011-AWP-340-OE

Modify existing softball diamond, including a new backstop and new sideline fences.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-334-OE

Issued Date: 03/02/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Concession / Restrooms North
Location:	Oxnard, CA
Latitude:	34-12-02.49N NAD 83
Longitude:	119-11-25.54W
Heights:	12 feet above ground level (AGL) 61 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-334-OE.

Signature Control No: 136085654-138071328

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2011-AWP-334-OE

Convert former high school campus to public park with athletic fields, restrooms and concessions building.



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AWP-1673-OE

Issued Date: 09/22/2011

Michael Henderson
City of Oxnard, General Services Department
300 West Third Street
2nd Floor
Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: West Parking Lot
Location: Oxnard, CA
Latitude: 34-12-01.38N NAD 83
Longitude: 119-11-29.31W
Heights: 1 feet above ground level (AGL)
51 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
 Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/22/2013 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-1673-OE.

Signature Control No: 138972719-150013155

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2011-AWP-1673-OE

New parking lot at community park.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2011-AWP-337-OE

Issued Date: 03/02/2011

Michael Henderson
 City of Oxnard, General Services Department
 300 West Third Street
 2nd Floor
 Oxnard, CA 93030

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Maintenance and Storage Bldg
Location:	Oxnard, CA
Latitude:	34-12-02.52N NAD 83
Longitude:	119-11-27.21W
Heights:	12 feet above ground level (AGL) 60 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the OXNARD AIRPORT RUNWAY 25.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/02/2012 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AWP-337-OE.

Signature Control No: 136085661-138071327

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2011-AWP-337-OE

Convert former high school campus to public park, with maintenance and storage structure.

*PZ No. 10-500-13, Campus Park
Planning Commission: August 2, 2012*

ATTACHMENT G

Addendum to MND No. 11-01

Addendum to
Mitigated Negative Declaration No. 11-01

Campus Park Project
Planning & Zoning Permit No. 10-500-13

prepared by:
Brian Foote, AICP, Associate Planner
City of Oxnard, Planning Division
214 South C Street
Oxnard, California 93030

Summary

This document is an addendum to Mitigated Negative Declaration (MND) No. 11-01 proposed for the Campus Park project (Planning & Zoning Permit No. 10-500-13). This addendum concludes that there are no new or more severe significant adverse effects associated with the project revisions shown on the plans dated May 18, 2012. Letters from LSA Associates, Inc., discussing the project Noise Impact Analysis and the project Aircraft Hazard & Land Use Risk Assessment are attached to this document.

Project Description

The applicant, the City of Oxnard General Services Department, has requested approval of a special use permit to redevelop the former Oxnard High School campus into a new community park, on 30 acres located between Second & Fifth Streets and 'H' and 'K' Streets. The request includes the following park amenities (with any changes noted):

- North baseball diamond and dugouts moved approximately 10 feet to the east
- South baseball diamond and dugouts moved approximately 10 feet to the east
- Concrete seating areas built into the landscape berms on four sides of the soccer fields
- Track and football/soccer field complex moved approximately 10 feet to the west
- Two basketball courts moved approximately 180 feet to the south
- Skate park complex moved approximately 300 feet to the south
- Tot lot playground and children's playground moved approximately 550 feet to the north
- Addition of a 1.5-acre dog park with fence enclosure and turf landscaping, located at the southeast corner of the project site (adjacent to the intersection of Fifth Street / H Street)
- Central pedestrian promenade changed to a meandering pathway with 20'0" width, and with a minimum weight load of 46,000 pounds to support City vehicle emergency access
- Addition of three emergency access drive paths with a minimum weight load of 46,000 pounds (one each from the central parking lot, north parking lot, and west parking lot)
- Walking track surface changed from Decomposed Granite (DG) to concrete
- Addition of one elevated viewing area to observe aircraft flyovers and the Oxnard Airport
- Four pre-fabricated structures for restroom facilities and concessions stands moved to centralized location(s) on the project site
- Parking lots have been reconfigured slightly, with a reduction of 12 total spaces
- Four soccer fields, with two shared baseball outfields – No Changes
- Existing gymnasium and new covered courtyard – No Changes
- Existing two-story classroom building – No Changes
- Park maintenance/storage building and secured paved yard – No Changes

Mitigated Negative Declaration (MND) No. 11-01 previously analyzed substantially the same project. The current plans show site layout changes and the addition of the 1.5-acre dog park. The changes do not alter the type or intensity of land use that was originally proposed, nor does it change the basic site design, engineering, drainage, access, or utilities. The following characteristics will not change from the original submittal: site boundaries, off-site improvements and utilities, driveway locations, and points of ingress/egress.

California Environmental Quality Act (CEQA)

According to Section 15164 of the CEQA Guidelines, an addendum to a previously adopted Mitigated Negative Declaration (MND) or Environmental Impact Report (EIR) is the appropriate environmental document in instances when minor technical changes to an approved project are necessary, and no conditions exist that would trigger a subsequent MND or EIR. An addendum does not need to be re-circulated for public review and comment, but must be considered by the decision-making body prior to making a decision on the project. The following is a brief explanation of the decision not to prepare a subsequent MND pursuant to CEQA Section 15162.

CEQA Section 15162(a) identifies three tests to determine if a subsequent MND or EIR is required. If conditions do not meet any of the three tests, then an addendum is the appropriate environmental document. The tests are:

1. Substantial changes to the project lead to new significant effects or a substantial increase in the severity of previously identified significant effects; or,
 2. Substantial changes occur with respect to the circumstances under which the project is undertaken due to new significant effects or a substantial increase in the severity of previously identified significant effects; or,
 3. New information of substantial importance that was not known or could not have been known at the time of MND adoption or EIR certification shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration; or,
 - b. Significant effects previously examined will be substantially more severe than previously estimated; or,
 - c. Mitigation measures or alternatives previously found not to be feasible would now be feasible and would substantially reduce significant effects of the project, but the project proponents decline to accept the mitigation measure or alternative; or,
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous MND or EIR would substantially reduce significant environmental effects, but the project proponents decline to accept the mitigation measure or alternative.
- 1) In the first test contained in CEQA Section 15162(a)(1), the proposed project does not represent a change or increase in land use type or intensity, nor any new or increased environmental effects that were previously identified. Therefore, the proposed project revisions would not result in any new significant effects or a substantial increase in the severity of previously-identified effects.
- 2) In the second test contained in CEQA Section 15162(a)(2), staff has determined that there are no substantial changes with respect to the circumstances of the project due to new significant effects or a substantial increase in the severity of previously-identified significant effects. The project has not substantially changed with regard to the facts, data, and mitigations included in MND No. 11-01. The proposed project has not

substantially changed from that evaluated by the MND, and the environmental circumstances applicable to the project site have not changed.

- 3) In the third test contained in CEQA Section 15162(a)(3), the only new information now shown on the revised Site Plan is the location and size of the proposed dog park (proposed location at the southeast corner of the project site, adjacent to Fifth Street). The project will not have any potentially significant effects not previously discussed in MND No. 11-01, and effects previously examined will not be substantially more severe than previously estimated. One new mitigation measure is now included, as a condition of approval, to reduce the environmental effect of noise that would be generated from use of the dog park (the applicant has accepted the mitigation, which will be incorporated into the final park design). The new mitigation measure calls for an additional buffer zone (10'0" additional distance between the dog park and residences) and/or a noise barrier to effectively reduce the decibel level along the easterly side of the dog park boundary adjacent to H Street; the noise impact is therefore considered to be less than significant after mitigation. The revised placement of the skate park and associated 30' high light poles (proposed location behind the gymnasium and classroom building) will reduce the aesthetic impact of the light poles and any glare spillover; therefore, the environmental effect is reduced (compared to the original proposal) and no additional mitigation is necessary. Therefore, none of the four criteria in Section 15162(a)(3) are triggered.

Conclusion

The current proposal does not have any potentially significant environmental effects that meet any of the three tests identified in CEQA Section 15162(a), and therefore, an addendum to MND No. 11-01 may be adopted pursuant to CEQA Section 15164. All mitigation measures identified in MND No. 11-01 remain applicable, and are included herein by reference. The proposed design of the structures, site layout, engineering and improvements have been reviewed by the City of Oxnard as part of the application for the special use permit. All current development standards pertaining to engineering design, drainage, site improvements, landscaping, lighting control, etc., are applicable to the project. All current development standards contained in the Zoning Code (Chapter 16 of the City Code) are applicable to the project.

The proposed Mitigated Negative Declaration, with comments and MMRP, and the administrative record may be examined at the City of Oxnard Planning Division, 214 South C Street, Oxnard, California 93030. Please call (805) 385-7858 to review the file.

Susan L. Martin, AICP
Planning Division Manager

Date

Attachments:

- A. LSA Associates letter dated May 14, 2012 (Land Use Risk Assessment)
- B. LSA Associates letter dated May 15, 2012 (Noise Impact Analysis)



LSA ASSOCIATES, INC.
901 E. TAHQUITZ CANYON WAY
SUITE B-200
PALM SPRINGS, CA 92262

760.416.2075 TEL
760.416.3065 FAX

BERKELEY
CARLSBAD
FORT COLLINS

FRESNO
IRVINE
PT. RICHMOND

RIVERSIDE
ROCKLIN
SAN LUIS OBISPO
SOUTH SAN FRANCISCO

May 14, 2012

Eric Chastain, LLA, LEED AP
31591 Camino Capistrano
San Juan Capistrano, CA 92675

RECEIVED
MAY 18 2012
PLANNING DIVISION
CITY OF OXNARD

Subject: Risk Assessment for Campus Park

Dear Eric:

I have reviewed the design revisions to the proposed Campus Park site. The proposed design revisions, as shown in the revised site plan, do not affect the risk assessment dated July 15, 2011, as prepared by LSA. The originally planned land use was "park," this has not changed.

As noted in the original report, the park use is considered "unacceptable" per the federal and County Airport Land Use Commission (ALUC) guidelines, based upon the relocation of the runway touchdown point. This relocation was approved by the County of Ventura in May 2011, during the preparation of the original report. The Oxnard City Council may overrule the ALUC on a 4/5 vote.

Sincerely,

LSA ASSOCIATES, INC.

Lyndon T. Calderine
Principal

May 15, 2012

Eric Chastain, LLA, LEED AP
RJM Design Group
31591 Camino Capistrano
San Juan Capistrano, Ca 92675

Subject: Amendment Letter To LSA July 2011 Noise Impact Analysis Report

Dear Mr. Chastain:

LSA Associates, Inc. (LSA) has received the Revised Site Plan for the proposed Campus Park project in the City of Oxnard (City), California. The requested design changes to the previous submittal are as follows:

1. Concessions/Restrooms Courtyard location has shifted along the Park Promenade from the northwest corner nearest to the Maintenance yard to midway between the previous location and the existing Gymnasium per direction of City. The previously designed prefabricated building units (individual units) have been utilized unchanged, however, the building units have been re-sited to respond to the revised site locations for orientation, access, etc.;
2. The Basketball courts previously adjacent to the Concessions Courtyard have shifted along the Park Promenade to be located adjacent to the north side of the Gymnasium per direction of City;
3. The 20' wide Emergency Vehicle Access from "K" Street to intersect the north/south Emergency Access Drive/Park Promenade previously shown as a part of the Maintenance yard access drive has been shifted south between the relocated basketball courts and Gymnasium;
4. The Skate Park has been relocated along the Park Promenade to be located adjacent to the south side of the Gymnasium per direction of City. The associated parking area has been reduced in parking from 54 spaces to 40 to accommodate the relocated Skate Park;
5. The previous submittal plan Children's and Tot's Play Areas have been relocated to the northwest corner nearest to the Maintenance yard and adjacent to the revised location of the Concessions/Restroom Courtyard as per direction of the City. The associated parking area at South "K" Street has been increased from the previous 149 spaces to 168;
6. A Restroom and Storage Building has been located northwest of the "H" Street parking. The previously designed prefabricated building units (individual units) have been utilized,

however, the building units have been re-sited to respond to the revised site locations for orientation, access, etc. The previous southeast restroom and concession courtyard adjacent to the Gymnasium has been deleted;

7. A fenced Dog Park has designated at the southeast corner of the site (intersection of "H" and 5th Streets) for an area of approximately 1.3 acres. In order to accommodate the City's target 1.5 acre area, the 400 meter track has been re-sized to typical conformation eight (8) lanes from nine (9) lanes, and the parking at "H" Street has been reduced from 100 spaces to 86;
8. The previous decomposed granite walking path has been eliminated along the berm at West 2nd Street, and the decomposed granite walking path along "H" Street has been made concrete. The path has also been deleted in the southeast area of "H" and West 5th Streets with the addition of the fenced Dog Park;
9. Informal turf seating mounds have been added on the west side of the sports play fields with disabled seating access, and the in-mound seating at the far north and south of the sports fields have been shifted to be centered between the soccer fields as directed;
10. The overall parking space summary/tabulation has been revised from the previous total 442 spaces to 428. As originally directed by the City, the peak parking demand is 371 spaces. The disabled parking stalls have been revised from 28 to 25. The motorcycle parking has remained as per previously at 20 spaces. The West 2nd Street parking adjacent to the track and field has also remained unchanged from the previous submittal plan at 86 spaces.

Based on these changes, items 2, 4, 5, and 7 would result in modifications to the noise impact analysis submitted to the City in July 2011, especially to existing noise-sensitive land uses to the south and west. The following summarizes the changes required to amend the LSA July 2011 Noise Impact Analysis to reflect the requested changes.

Residences to the South (Tot Lot). The proposed on-site tot lot is located approximately 1,000 ft from the residences to the south. It is assumed that the tot lot would have a maximum of 50 children for a worst-case scenario. At a distance of 1,000 ft, there will be approximately 26 dBA in noise reduction compared to the noise level measured at 50 ft from the source. Therefore, at the nearest residences to the south of the project site, noise associated with the proposed tot lot would be reduced to 33 dBA L_{eq} and 43 dBA L_{max} . The 33 dBA L_{eq} noise level is below the City's 55 dBA L_{50} noise standard, not to be exceeded for more than 30 minutes in any hour; and the 43 dBA L_{max} is below the City's 75 dBA L_{max} , not to be exceeded at any time during the daytime hours (7:00 a.m. to 10:00 p.m.). Therefore, noise from the proposed tot lot would not result in any significant noise impacts at adjacent residences.

Dog Park. The proposed dog park would be located east of the football field, approximately 200 ft from the nearest residences to the southeast and southwest of the project site. Typical dog park noise was evaluated in the Hall Property Community Park EIR (City of Encinitas, January 2007) and was found to be approximately 50 dBA L_{eq} at a distance of 200 ft. Therefore, the residences to the southeast and southwest of the project site would be potentially exposed to dog park noise reaching 50 dBA L_{eq} . For a steady noise, the L_{eq} is close to the L_{50} noise level. This 50 dBA noise level would be below the City's maximum noise level of 75 and 70 dBA L_{max} during daytime and nighttime hours, respectively, as well as below the City's baseline reference noise level of 55 dBA L_{50} during daytime hours when the dog park is being used. At night (between 10 p.m. and 7 a.m. the next morning), dog owners rarely take their dogs to the dog park, and the dog park noise would be much lower than the typical daytime noise level of 50 dBA L_{eq} at 200 ft. In addition, vehicular traffic on 5th Street and H Street would generate comparable or higher noise level than the dog park. Therefore, no significant noise impacts would occur at residences to the south from the dog park activity.

Existing residences to the east of the proposed dog park location are approximately 105 ft from the dog park. These residences would be potentially exposed to dog park noise reaching 55.6 dBA L_{eq} . This level of noise would exceed the City's 55 dBA L_{50} noise standard during daytime hours. Although traffic noise on 5th Street would be comparable and mask the dog park noise, mitigation measures such as providing an additional 10 ft buffer zone (therefore the distance would be 115 ft from the dog park and the dog park noise would be 54.8 dBA L_{eq}) or implementing a noise barrier along the eastern project boundary with a minimum height of 5 feet and covering the entire length of the dog park on the east side would be required.

Skate Park. The proposed skate park would be located to the west of the football field, approximately 150 ft from the nearest residences to the south of the project site. Typical skate park noise was evaluated in the Novato Skate Park project (LSA, 1997) in the City of Novato, and was found to be approximately 75 dBA L_{max} and 65 dBA L_{eq} at 50 ft. At a distance of 150 ft, there will be 10 dBA noise attenuation from the distance divergence. The nearest residences to the south would be potentially exposed to 65 dBA L_{max} and 55 dBA L_{eq} from the proposed skate park. These noise levels would be below the City's maximum noise level of 75 and 70 dBA L_{max} during daytime and nighttime hours, respectively, and would not exceed the City's baseline reference noise level of 55 dBA L_{50} during daytime hours when the skate park is being used. At night (between 10 p.m. and 7 a.m. the next morning), skaters rarely use the skate park, and the skate park noise would be much lower than the typical daytime noise level of 65 dBA L_{eq} at 50 ft. In addition, vehicular traffic on 5th Street and H Street would generate comparable or higher noise level than the skate park. Therefore, no significant noise impacts would occur at residences to the south from the skate park activity.

Land Uses to the West (Skate Park and Basketball Courts). There are no existing residences to the west of the project site. The Oxnard Union High School District offices and the El Centrito Family Learning Center building are not considered as noise-sensitive as residential uses. The edge of the proposed basketball courts is located at a distance of approximately 320 ft from the Oxnard Union High School District office. The edge of the proposed skate park is located at a distance of approximately 290 ft (providing 15 dBA noise attenuation) from the Oxnard Union High School District office and is shielded by an existing 2-story building (providing at least 10 dBA noise attenuation) located at the northeast corner of the intersection at West 5th Street and South "K" Street.

Noise associated with the proposed basketball courts and skate park would not have any significant impacts to the existing uses to the west.

LSA believe the above has addressed noise impact issues associated with the requested design changes. Please call me at (949) 553-0666 if you have any questions.

Sincerely,

LSA ASSOCIATES, INC.



Tung-chen Chung, Ph.D. INCE Bd. Cert.
Principal

REFERENCES

City of Encinitas, January 2007. Hall Property Community Park Environmental Impact Report.
LSA Associates, Inc., 1997. Novato Skate Park Noise Impact Analysis.

ATTACHMENT A

REVISED SITE PLAN

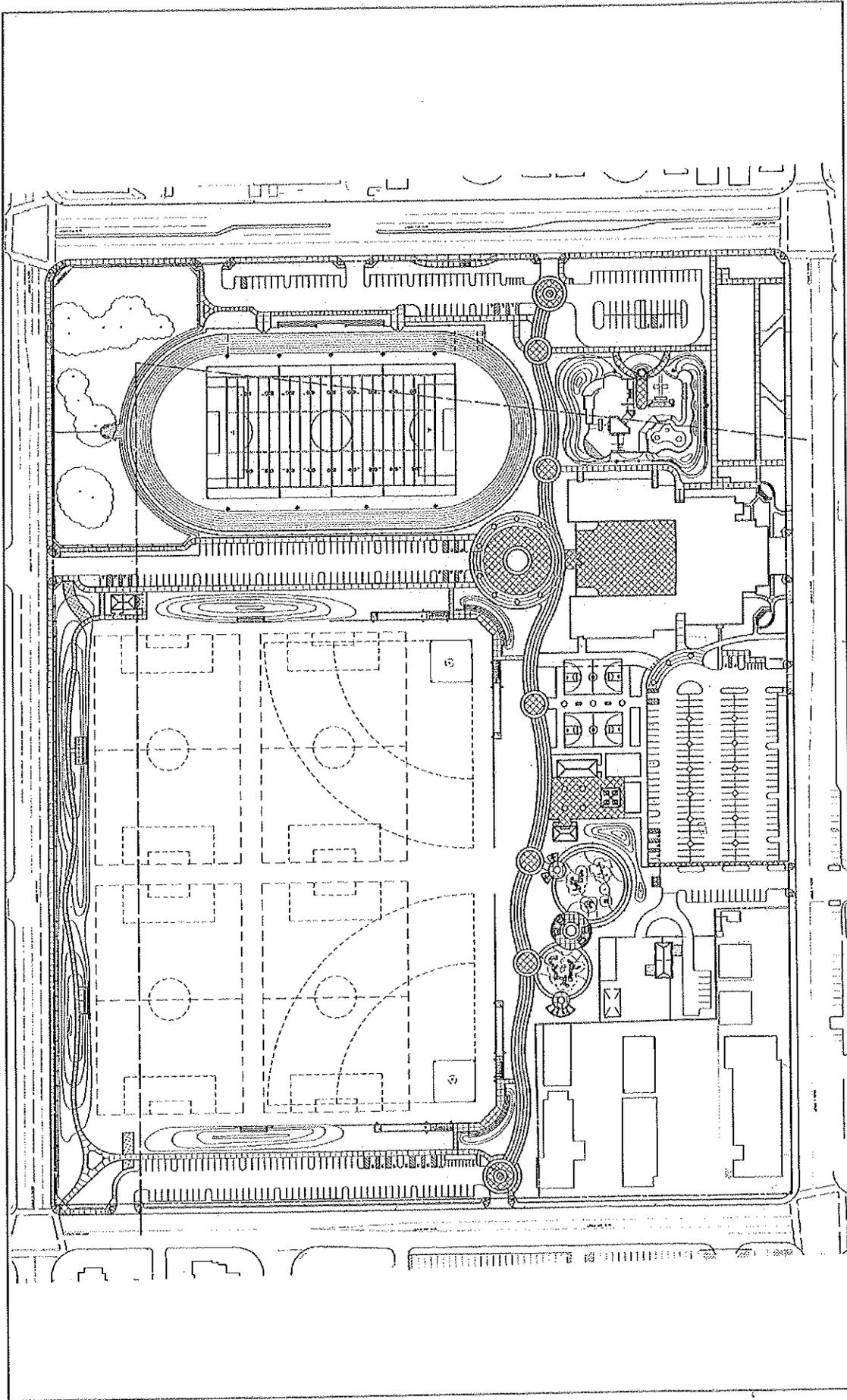


FIGURE 2

LSA



Campus Park
Preliminary Site Plan

SOURCE: RJM Design Group, Inc.
I:\RJM\1102\GIS\Site Plan.cdr (5/9/12)

*PZ No. 10-500-13, Campus Park
Planning Commission: August 2, 2012*

ATTACHMENT H

FAA Airports Division Letter



U.S. Department
of Transportation
Federal Aviation
Administration

Western-Pacific Region
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009

July 20, 2011

Mr. Michael Henderson
City of Oxnard
General Services Department
300 West Third Street, 2nd Floor
Oxnard, CA 93030

Oxnard Airport - Letter of Non-Concurrence
Proposed Campus Park Development
Basketball Court, West Parking Lot, Skate Park and Various Light Poles

Dear Mr. Henderson:

The Federal Aviation Administration (FAA) Airports Division has completed its review of several Obstruction Evaluation (OE) airspace studies based upon submittals made by your office on behalf of the City of Oxnard, on FAA Form 7460-1, *Notice of Proposed Construction or Alteration*. The submittals propose the construction of several facilities located at the old Oxnard High School site. This letter specifically addresses those directly related to the basketball court, a skate park, the west parking lot near the basketball court, light poles for the parking lot along with several others in support of the basketball court, track/football field and skate park. The construction is part of the cities new development known as "Campus Park". Several other facilities have been identified for construction including a new football/multipurpose field, soccer fields, baseball fields, and a running track. Other ancillary facilities include restroom buildings, more parking lots, dugouts, bleacher seating for public viewing, bullpen seating for teams, several lighting poles, a meandering walking track, fitness equipment area and landscaping to include trees.

The location of the subject development is directly east of the property boundary of Oxnard Airport starting at K Street. The property is also bound by 2nd Street to the north, H Street on the eastern boundary and 5th Street to the south. The entire parcel lies directly under the approach to Runway 25 of the Oxnard Airport. The K Street property line for the development is approximately 1768' from the centerline of Runway 25's threshold. The midfield area of the soccer and baseball fields lie approximately 2474' from the runway centerline threshold.

Nearly the entire development will lie within the Runway Protection Zone (RPZ) as depicted on **Enclosure (1)** and your submitted "Preliminary Site Plan", **Enclosure (2)**. It is sometimes referred to as "Clear Zones". It will traverse through what the agency design standards call the Object Free Area (OFA) which is the Central Portion of the Runway Protection Zone (RPZ) of Runway 07/25, **Enclosure (3)**, **Figure 2-3**. When aircraft are in distress; either just after take-off or on final approach to the airport, this is the

area they tend to go down in. The FAA places a high value on the protection of people on the ground. Therefore our standards reflect this intention. In accordance with FAA Advisory Circular (AC) *Airport Design*, 150/5300-13, Change 11, the function of the RPZ is to enhance the protection of people and property on the ground. This is done through airport owner control of the RPZ, if possible, in order to clear the area of incompatible objects and activities. The current design in Enclosure 1, places most of the entire park within the RPZ with several activities that have high concentrations of people. This places your design in conflict with our FAA design standards. The RPZ is trapezoidal in shape and begins 200 feet beyond the end of the areas usable for takeoff and landing. The RPZ is comprised of 2 components, the "Central Portion of the RPZ", as mentioned above, which is equal to the width of the Runway Object Free Area (ROFA), and the "Controlled Activity Area" (See Enclosure (3)). Our airspace case review is therefore divided into two sections. One section evaluates the proposal's effect on the "Central Portion Area RPZ" and the other section evaluates the proposal's effect on the RPZ "Controlled Activity Area". Please note that a copy of AC can be found at <http://www.faa.gov/airports%5Fairtraffic/airports/resources/advisory%5fcirculars/>. Use keyword of "Airport Design" and open the complete document with changes 1 through 11.

SECTION ONE

Central Portion of the RPZ: The Central Portion of the RPZ combined with the Object Free Area (OFA) is defined as that rectangular area which is centered 2500 feet long by 800 feet wide starting 200' East of the existing runway end of Runway 25, on extended centerline as in accordance with AC 150/5300-13, Changes 8 and 11, Paragraphs 212 and 307 (Enclosure (4) and Figure 2-3 (Enclosure (3)). I have highlighted the location of this boundary on your site plan.

Per AC 150/5300-13, Change 11 Paragraph 212.a. (2)(a) Land Use, "While it is desirable to clear all objects from the RPZ, some uses are permitted, provided they do not attract wildlife, are outside of the Runway OFA, and do not interfere with navigational aids. Automobile parking facilities, although discouraged, may be permitted, provided the parking facilities and any associated appurtenances, in addition to meeting all of the preceding conditions, are located outside of the central portion of the RPZ". The west parking lot, basketball court, Skate Park and several of your lighting poles are all located within this critical area as depicted on the "Site Plan".

Further clarification on clearing requirements is found within Paragraph 307. "Except where precluded by other clearing standards, it is acceptable to place objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes and to taxi and hold aircraft in the OFA. *Objects non-essential for air navigation or aircraft ground maneuvering purposes are not to be placed in the OFA.* Extension of the OFA beyond the standard length to the maximum extent feasible is encouraged."

Based upon the information submitted by the city, our airspace reviews indicate that the proposed project site will intersect Runway 25's RPZ Runway Object Free Area (ROFA) at approximately 1768' due East of Runway 25's runway end on centerline and will extend to approximately 2474' due east of Runway 07/25's extended centerline; encompassing the entire width. Our analysis has determined that the proposal is not acceptable when our airport design standards are applied. The FAA Airports Division therefore objects to the

proposal and the proposed activities because the project traverses/intersects through the entire 800' wide Runway Object Free Area/Central Portion of the RPZ of Runway 07/25. Several specified proposed activities are contrary to the protection of people and property on the ground due to their high concentration of people. The project introduces several solid objects such as buildings, light poles, backstops and trees that due to their presence create objects to aircraft that maybe in distress on approach or departure from Runway 07/25 which we find as not a compatible land use due to their close proximity in conjunction with aviation operations at Oxnard Airport.

The following OE cases apply: 2011-AWP-1673,1674,1675,2719,2722,2723,2724,2762,2763,2764,2765,2766,2767,2768,2769-OE

SECTION TWO

RPZ Controlled Activity Area: "The controlled activity area is the portion of the RPZ beyond and to the sides of the Runway Object Free Area," as in accordance with AC 150/5300-13, Change 8, Paragraph 212 a. (1)(b) and Figure 2-3." Further clarification of runway design rationale for clearance criteria within RPZ's is also found within Appendix 8, paragraph 8 (See Enclosure (5)).

Based upon the information submitted, the airspace studies were reviewed and we applied our guideline criterion cited above. The final analysis has determined that the proposal is not considered acceptable for this airspace review. The FAA Airports Division objects to the proposal because the proposal is contrary to our design criterion for objects being in the controlled activity area of the RPZ and is not considered a compatible land use development. Our airport design standards recommend that clear zones be kept free of structures and any development which would create a place of public assembly.

The property under the approach and departure is acreage the county should be considering for purchase and could utilize Airport Improvement Program (AIP) funding to assist in this accomplishment. Placement of this project within the RPZ is not practical, as this does not provide an enhancement to the protection of people and property on the ground. It is more desirable to clear the entire RPZ of all aboveground objects.

This determination concerns the effect of the proposed development on the safe and efficient use of navigable airspace by aircraft and does not relieve our airport sponsor, Ventura County Dept of Airports, of its compliance responsibilities relating to its obligations under airport grant assurances 20 (Hazard Removal and Mitigation) and 21 (Compatible Land Use) nor any law, ordinance, or regulation of any Federal, State, or local government body.

The studies did not include any environmental review to determine whether the proposed development is environmentally acceptable. This determination does not indicate FAA approval or disapproval of the actual physical development involved in the proposal. FAA studies existing and proposed objects and activities, both off and on public-use airports, with respect to their effect upon the safe and efficient use of the airports and the safety of persons and property on the ground. These objects need not be obstructions to air navigation, as defined in 14 CFR Part 77. As a result of any study, the FAA may issue an advisory recommendation in opposition to the presence of any off-airport object or activity in the vicinity of a public-use airport that conflicts with an airport planning or design standard or recommendation.

If you have any questions I may be contacted at (310) 725-3628.

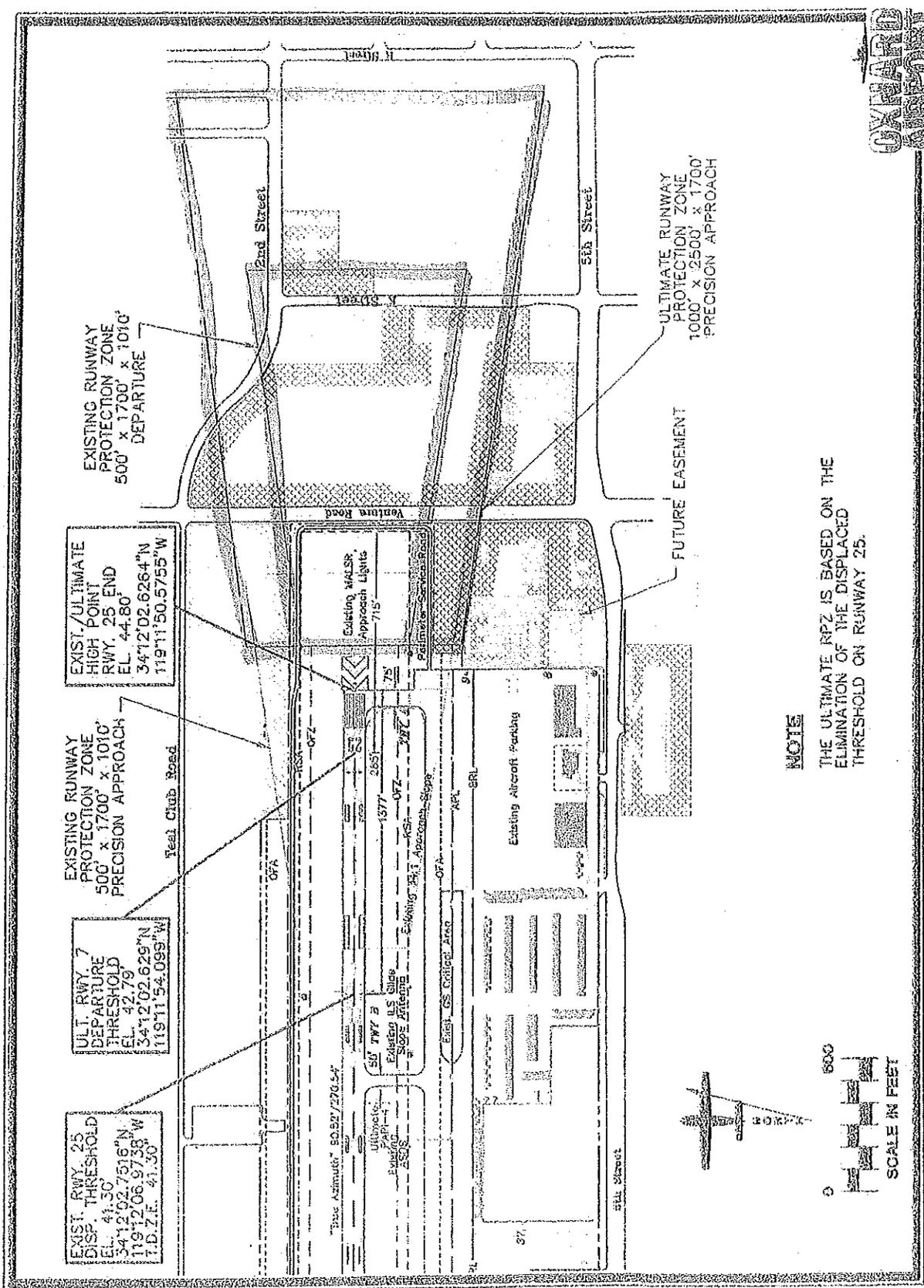
Sincerely,

Margie Drilling

Margie Drilling
Aviation Planner

cc: Mr. Todd McNamee, AAE
Director of Airports
County of Ventura
555 Airport Way,
Camarillo, CA 93010

10/02/2009



EXIST./ULTIMATE HIGH POINT R.WY. 25 END EL. 44.80 34°12'02.6264"N 119°11'50.5755"W

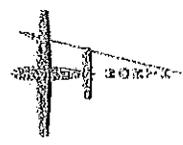
EXISTING RUNWAY PROTECTION ZONE 500' x 1700' x 1010' PRECISION APPROACH

ULT. RWY. 7 DEPARTURE THRESHOLD EL. 42.79 34°12'02.629"N 119°11'54.099"W

EXIST. RWY. 25 DISP. THRESHOLD EL. 41.30 34°12'02.7516"N 119°12'06.9736"W T.D.Z.E. 41.30

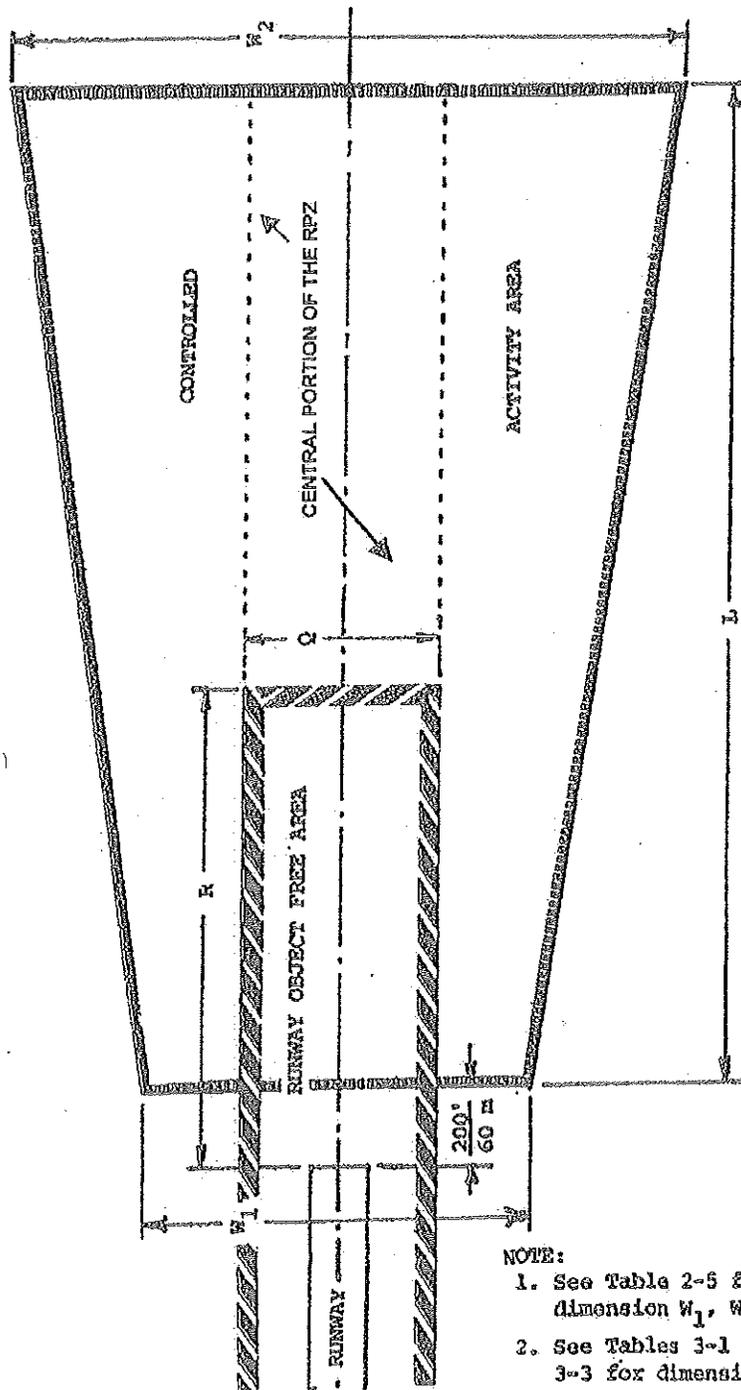
NOTE

THE ULTIMATE RPZ IS BASED ON THE ELIMINATION OF THE DISPLACED THRESHOLD ON RUNWAY 25.



OXNARD AIRPORT

EXHIBIT I
"REVISED" RUNWAY PROTECTION ZONES



NOTE:
1. See Table 2-5 for dimension W_1 , W_2 , L
2. See Tables 3-1 through 3-3 for dimensions R , Q

Figure 2-3. Runway protection zone

b. Recommendations. Other objects that are desirable to clear, if practicable, are objects that do not have a substantial adverse effect on the airport but, if removed, will enhance operations. These include objects in the controlled activity area and obstructions to air navigation that are not covered in paragraph 211.a, especially those penetrating an approach surface. On a paved runway, the approach surface starts 200 feet (61 m) beyond the area usable for takeoff or landing, whichever is more demanding. On an unpaved runway, the approach surface starts at the end of the area usable for takeoff or landing.

212. RUNWAY PROTECTION ZONE (RPZ). The RPZ's function is to enhance the protection of people and property on the ground. This is achieved through airport owner control over RPZs. Such control includes clearing RPZ areas (and maintaining them clear) of incompatible objects and activities. Control is preferably exercised through the acquisition of sufficient property interest in the RPZ.

a. Standards.

(1) RPZ Configuration/Location. The RPZ is trapezoidal in shape and centered about the extended runway centerline. The central portion and controlled activity area the two components of the RPZ (see Figure 2-3). The RPZ dimension for a particular runway end is a function of the type of aircraft and approach visibility minimum associated with that runway end. Table 2-4 provides standard dimensions for RPZs. Other than with a special application of declared distances, the RPZ begins 200 feet (60 m) beyond the end of the area usable for takeoff or landing. With a special application of declared distances, see Appendix 14, separate approach and departure RPZs are required for each runway end.

(a) The Central Portion of the RPZ. The central portion of the RPZ extends from the beginning to the end of the RPZ, centered on the runway centerline. Its width is equal to the width of the runway OFA (see Figure 2-3). Paragraph 307 contains the dimensional standards for the OFA.

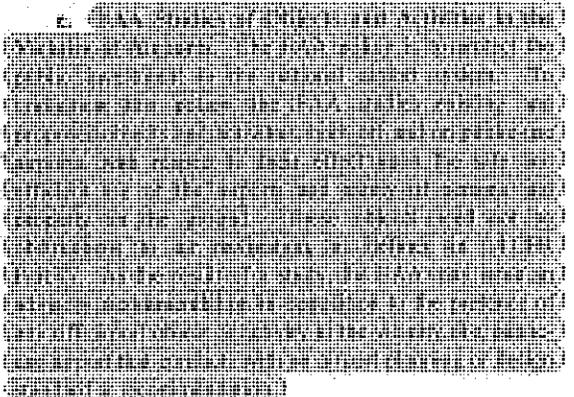
(b) The Controlled Activity Area. The controlled activity area is the portion of the RPZ to the sides of the central portion of the RPZ.

(2) Land Use. In addition to the criteria specified in paragraph 211, the following land use criteria apply within the RPZ:

(a) While it is desirable to clear all objects from the RPZ, some uses are permitted, provided they do not attract wildlife (see paragraph 202.g., Wildlife Hazards, and Appendix 17 for dimensional standards), are outside of the Runway OFA, and do not interfere with navigational aids. Automobile parking facilities, although discouraged, may be permitted, provided the parking facilities and any associated appurtenances, in addition to meeting all of the preceding conditions, are located outside of the central portion of the RPZ. Fuel storage facilities may not be located in the RPZ.

(b) Land uses prohibited from the RPZ are residences and places of public assembly (churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons typify places of public assembly). Fuel storage facilities may not be located in the RPZ.

b. Recommendations. Where it is determined to be impracticable for the airport owner to acquire and plan the land uses within the entire RPZ, the RPZ land use standards have recommendation status for that portion of the RPZ not controlled by the airport owner.



213. to 299. RESERVED

distance "Y" from runway centerline, and then slopes 6 (horizontal) to 1 (vertical) out to a height of 150 feet (45 m) above the established airport elevation.

1) In U.S. customary units,

$$H_{\text{feet}} = 53 - 0.13(S_{\text{feet}}) - 0.0022(E_{\text{feet}}) \text{ and distance}$$

$$Y_{\text{feet}} = 440 + 1.08(S_{\text{feet}}) - 0.024(E_{\text{feet}}).$$

2) In SI units,

$$H_{\text{meters}} = 16 - 0.13(S_{\text{meters}}) - 0.0022(E_{\text{meters}}) \text{ and distance}$$

$$Y_{\text{meters}} = 132 + 1.08(S_{\text{meters}}) - 0.024(E_{\text{meters}}).$$

3) S is equal to the most demanding wingspan of the airplanes using the runway and E is equal to the runway threshold elevation above sea level. Beyond the distance "Y" from runway centerline the inner-transitional CAT II/III OFZ surface is identical to that for the CAT I OFZ.

d. Precision OFZ. The Precision Obstacle Free Zone (POFZ) is defined as a volume of airspace above an area beginning at the runway threshold, at the threshold elevation, and centered on the extended runway centerline, 200 feet (60m) long by 800 feet (240m) wide. See figure 3-6.

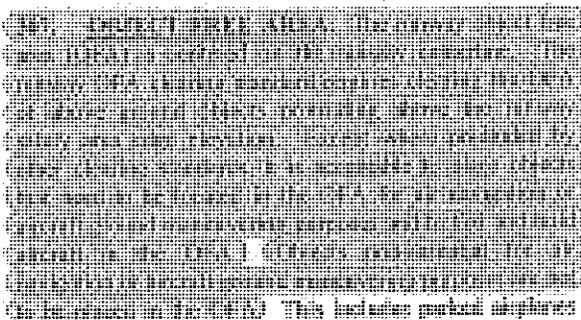
The surface is in effect only when all of the following operational conditions are met:

- (1) Vertically guided approach
- (2) Reported ceiling below 250 feet and/or visibility less than $\frac{3}{4}$ statute mile (or RVR below 4000 feet)
- (3) An aircraft on final approach within two (2) miles of the runway threshold.

When the POFZ is in effect, a wing of an aircraft holding on a taxiway waiting for runway clearance may penetrate the POFZ; however neither the fuselage nor the tail may infringe on the POFZ.

The POFZ is applicable at all runway ends including displaced thresholds.

Note: POFZ takes effect no later than January 1, 2007 for all runway ends at which it applies.



and agricultural operations. Tables 3-1, 3-2, and 3-3 specify the standard dimensions of the runway OFA. ~~Extension of the OFA beyond the standard length to the maximum extent feasible is encouraged. See figure 2-3.~~

308. CLEARWAY STANDARDS. The clearway (See figure 3-7) is a clearly defined area connected to and extending beyond the runway end available for completion of the takeoff operation of turbine-powered airplanes. A clearway increases the allowable airplane operating takeoff weight without increasing runway length.

a. Dimensions. The clearway must be at least 500 feet (150 m) wide centered on the runway centerline. The practical limit for clearway length is 1,000 feet (300 m).

b. Clearway Plane Slope. The clearway plane slopes upward with a slope not greater than 1.25 percent.

c. Clearing. Except for threshold lights no higher than 26 inches (66 cm) and located off the runway sides, no object or terrain may protrude through the clearway plane. The area over which the clearway lies need not be suitable for stopping aircraft in the event of an aborted takeoff.

d. Control. An airport owner interested in providing a clearway should be aware of the requirement that the clearway be under its control, although not necessarily by direct ownership. The purpose of such control is to ensure that no fixed or movable object penetrates the clearway plane during a takeoff operation.

e. Notification. When a clearway is provided, the clearway length and the declared distances, as specified in appendix 14, paragraph 7, shall be provided in the Airport/Facility Directory (and in the Aeronautical Information Publication (AIP), for international airports) for each operational direction.

309. STOPWAY STANDARDS. A stopway is an area beyond the takeoff runway, centered on the extended runway centerline, and designated by the airport owner for use in decelerating an airplane during an aborted takeoff. It must be at least as wide as the runway and able to support an airplane during an aborted takeoff without causing structural damage to the airplane. Their limited use and high construction cost, when compared to a full-strength runway that is usable in both directions, makes their construction less cost effective. See figure 3-8. When a stopway is provided, the stopway length and the declared distances, as specified in appendix 14, paragraph 7, shall be provided in the Airport/Facility Directory (and in the Aeronautical Information Publication for international airports) for each operational direction.

*PZ No. 10-500-13, Campus Park
Planning Commission: August 2, 2012*

ATTACHMENT I

Ventura County Airport Director Letter



March 21, 2011

Michael Henderson
City of Oxnard, General Services Dept.
305 W 3rd St
Oxnard, CA 93030

Re: Comments on Campus Park Development, Oxnard, CA

Dear Mr. Henderson,

The City of Oxnard has requested review and recommendations concerning the above referenced proposal. The proposed project is the redevelopment of the old high school parcel directly under the approach to the Oxnard airport and primarily within the Runway Protection Zone (RPZ) for the airport, although some of the development does occur outside of the RPZ (please see attached site map).

The County of Ventura Department of Airports, the Ventura County Aviation Advisory Commission, and the Oxnard Airport Authority have had an opportunity to review the proposed development known as "Campus Park" and find it to be inconsistent with the Ventura County Comprehensive Land Use Plan (ACLUP), and therefore object to the proposed use. Airport staff has reviewed the proposed development and finds that the project, as proposed, is not consistent with the Airport Comprehensive Land Use Plan (ACLUP). The recreational use within the RPZ is considered an unacceptable land use per Table 6B (attached).

We appreciate that the City has taken steps to design the park in a manner that minimizes the negative impact on the airport approach, and that you have included staff in design review meetings. The proposed design does improve prior and existing uses by removing a majority of the buildings in the RPZ, and moving the track and bleachers further south away from the runway extended centerline and partially outside the RPZ. The design does, however, leave some existing buildings within the RPZ (southwest corner of development) and provides for a new parking lot, both of which are in conflict with FAA design standards.

Should the City proceed with the Park by the City Council overriding the Airport Authority, we respectfully request that you include the following conditions as part of the approval for the development.

1. The City be required to grant to the County of Ventura an avigation easement over the parcel to include the elements of the Federal Aviation Administration's Model Avigation Easement;
2. The City provide an airport/aircraft viewing area along the exercise path for park visitors to be made aware of and enjoy the airport and aircraft overflight;
3. The City design all park lighting so as not to interfere with pilot's vision when on approach to the Oxnard airport; and
4. The City be required to file a form 7460, "Notice of Proposed Construction" with the Federal Aviation Administration (FAA) that enables the FAA to review the development for any hazards to airport/aviation operations.

The above recommendations would serve to provide the future users of the park site with a greater level of disclosure, awareness, and compatibility for airport operations. It would also assist us in achieving the goal of the Oxnard Airport Mission Statement, which is to foster cooperation with the airport's neighbors and conduct responsible flight operations.

In addition to the above comments, it is recommended that this proposed development be reviewed by the Ventura County Airport Land Use Commission for a finding with regard to the ACLUP. Additionally, Caltrans Division of Aeronautics should have an opportunity to review and comment on the proposed development prior to any action being taken by the City of Oxnard.

Thank you for the opportunity to comment on the proposed use and if you have any questions relating to this matter, please contact me at 805-388-4200.



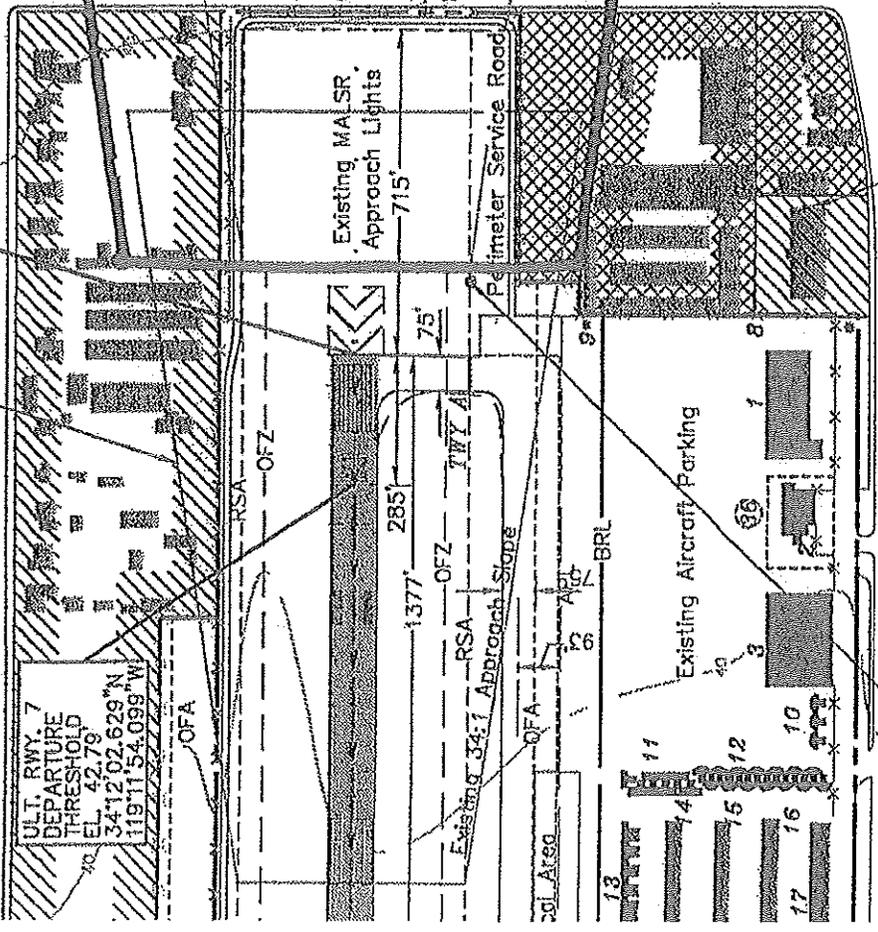
TODD L. McNAMEE, AAE
Director of Airports

Attachments

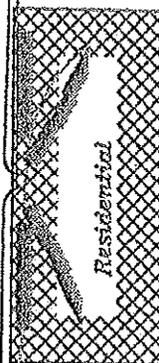
EXIST. HIGH PT.
RWY. 25 END
EL. 44.80
34°12'02.6264"N
119°11'50.5755"W

EXISTING RUNWAY
PROTECTION ZONE
500' x 1700' x 1010'
PRECISION APPROACH

ULT. RWY. 7
DEPARTURE
THRESHOLD
EL. 42.79
34°12'02.629"N
119°11'54.099"W



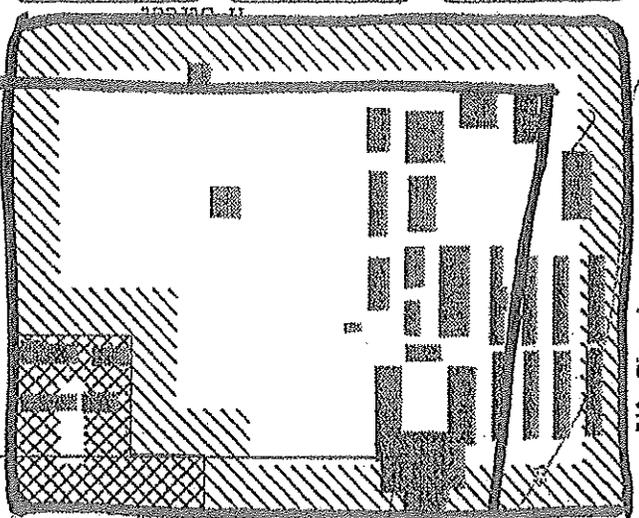
IACS (OXR E)
AT = 34°12'00.07408"N
ONG = 119°11'48.45004"W
LEV = 43.0



FUTURE EASEMENT
Commercial

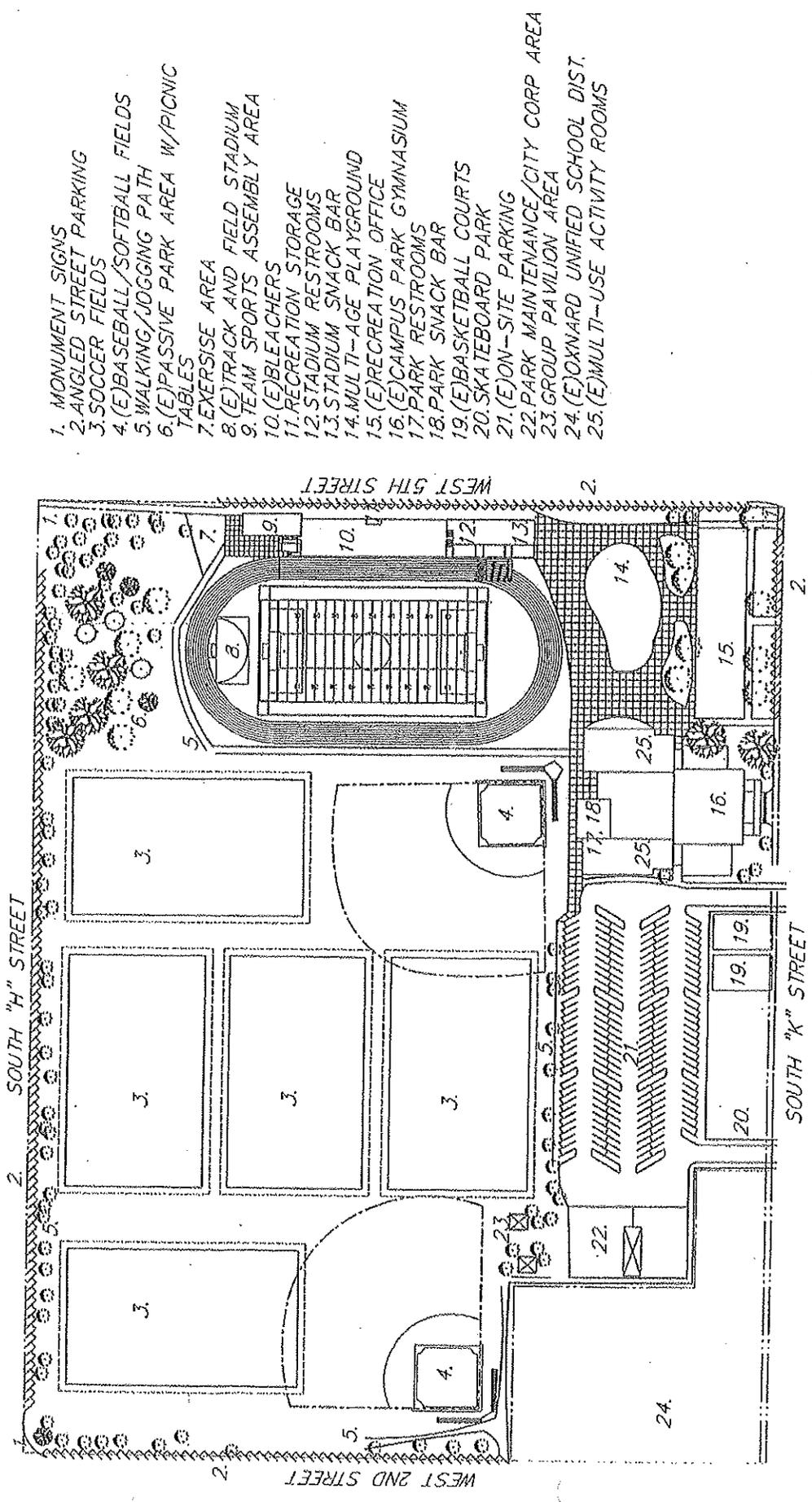
EXISTING RUNWAY
PROTECTION ZONE
500' x 1700' x 1010'
DEPARTURE

Ultimate 50:1 Approach Slope
2nd Street



EXISTING RUNWAY
PROTECTION ZONE
500' x 1700' x 1010'
DEPARTURE

ULTIMATE RUNWAY
PROTECTION ZONE
1000' x 2500' x 1700'
PRECISION APPROACH
(SEE NOTE #6)



1. MONUMENT SIGNS
2. ANGLED STREET PARKING
3. SOCCER FIELDS
4. (E) BASEBALL/SOFTBALL FIELDS
5. WALKING/JOGGING PATH
6. (E) PASSIVE PARK AREA W/PICNIC TABLES
7. EXERCISE AREA
8. (E) TRACK AND FIELD STADIUM
9. TEAM SPORTS ASSEMBLY AREA
10. (E) BLEACHERS
11. RECREATION STORAGE
12. STADIUM RESTROOMS
13. STADIUM SNACK BAR
14. MULTI-AGE PLAYGROUND
15. (E) RECREATION OFFICE
16. (E) CAMPUS PARK GYMNASIUM
17. PARK RESTROOMS
18. PARK SNACK BAR
19. (E) BASKETBALL COURTS
20. SKATEBOARD PARK
21. (E) ON-SITE PARKING
22. PARK MAINTENANCE/CITY CORP AREA
23. GROUP PAVILION AREA
24. (E) JOXNARD UNIFIED SCHOOL DIST.
25. (E) MULTI-USE ACTIVITY ROOMS

CAMPUS PARK MASTER PLAN

TABLE 6B
Adopted Land Use Compatibility Standards in
Safety Zones for Civilian Airports

Land Use	Runway Protection Zone	Outer Safety Zone	Traffic Pattern Zone	Extended Traffic Pattern Zone
Residential				
Single Family	U	U	C [a, e]	A [e]
Multi-Family	U	U	C [a, e]	A [e]
Mobile Home Parks	U	U	C [a, e]	A [e]
Public/Institutional				
Hospitals/Convalescent Homes	U	U	U	A [e]
Schools	U	U	U	A [e]
Churches/Synagogues	U	U	U	A [e]
Auditoriums/Theaters	U	U	U	A [e]
Commercial				
Hotels and Motels	U	U	C [c, e]	A [e]
Offices and Business/Professional	U	C [a, e]	C [c, e]	A
Services	U	C [a, e]	C [c, e]	A
Wholesale	U	C [a, e]	C [c, e]	A
Retail				
Industrial, Transportation, Communication, and Utilities				
Manufacturing - General/Heavy	U	C [a, e]	C [c, e]	A
Light Industrial	U	C [a, e]	C [c, e]	A
Research and Development	U	C [a, e]	C [c, e]	A
Business Parks/Corporate Offices	U	C [a, e]	C [c, e]	A
Transportation Terminals	U	U	A	A
Communication/Utilities	C [b]	A	A	A
Automobile Parking	C [b]	A	A	A
Recreation/Open Space				
Outdoor Sports Arenas	U	U	U	A
Outdoor Amphitheaters	U	U	U	A
Parks	U	C [a]	A	A
Outdoor Amusement	U	C [a, e]	A	A
Resorts and Camps	U	C [a, e]	A [e]	A [e]
Golf Courses and Water Recreation	C [d]	A	A	A
Agriculture	A	A	A	A

TABLE 6B (Continued)
Adopted Land Use Compatibility Standards in
Safety Zones for Civilian Airports

NOTES

A = Acceptable land use.

C = Land use is conditionally acceptable upon meeting required criteria (see footnotes below).

U = Unacceptable land use.

- [a] Maximum structural coverage must be no more than 25 percent. "Structural coverage" is defined as the percent of building footprint area to total land area, including streets and greenbelts.
- [b] The placing of structures or buildings in the Runway Protection Zone is unacceptable. Above ground utility lines and parking are allowed only if approved by the Federal Aviation Administration (FAA) as not constituting a hazard to air navigation.
- [c] Maximum structural coverage must not exceed 50 percent. "Structural coverage" is defined as the percent of building footprint area to total land area, including streets and greenbelts. Where development is proposed immediately adjacent to the airport property, structures should be located as far as practical from the runway.
- [d] Clubhouse is unacceptable in this zone.
- [e] An aviation easement is recommended and a fair disclosure agreement and covenant shall be recorded by the owner and developer of the property.

The adopted safety standards at NAS Point Mugu are shown in Table 6C. The standards in the CZ, the APZ-1, and the APZ-2 are the same as in the current CLUP. The standards in the TPZ zone are the same as in the civilian

Extended TPZ zone. As was done in the civilian table, the land use classification system has been changed to add transportation, communication, and utilities to the industrial category.

PZ No. 10-500-13, Campus Park
Planning Commission: August 2, 2012

ATTACHMENT J

Airport Land Use Commission staff report



Item # 13

July 13, 2012

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION/AIRPORT LAND USE COMMISSION

FROM: STEVE DEGEORGE, PLANNING & TECHNOLOGY DIRECTOR

SUBJECT: AIRPORT LAND USE PLAN CONSISTENCY REVIEW, CAMPUS PARK, OXNARD

RECOMMENDATION:

- The Airport Land Use Commission find that the proposed Campus Park project from the City of Oxnard to be inconsistent with the Airport Comprehensive Land Use Plan for Ventura County.
- The Ventura County Airport Land Use Commission authorizes the Executive Director to transmit the Commission's findings and support for the County of Ventura, Department of Airports' recommendations to the City of Oxnard.

BACKGROUND:

The Airport Land Use Commission (ALUC) is responsible for the preparation and monitoring of an Airport Comprehensive Land Use Plan (CLUP) which identifies appropriate land uses around the County's airports. In July of 2000, the Airport Land Use Commission adopted the current Airport Comprehensive Land Use Plan against which proposed projects are reviewed for consistency.

DISCUSSION:

The ALUC has received an application for a CLUP consistency review from the City of Oxnard for its proposed Campus Park project. The proposed project is located at the site previously occupied by Oxnard High School and is bounded by 5th Street on the south, K Street on the west, 2nd Street on the north, and H Street on the east but excludes the existing Oxnard High School maintenance yard. The proposed project location is shown in Figure 1 below.

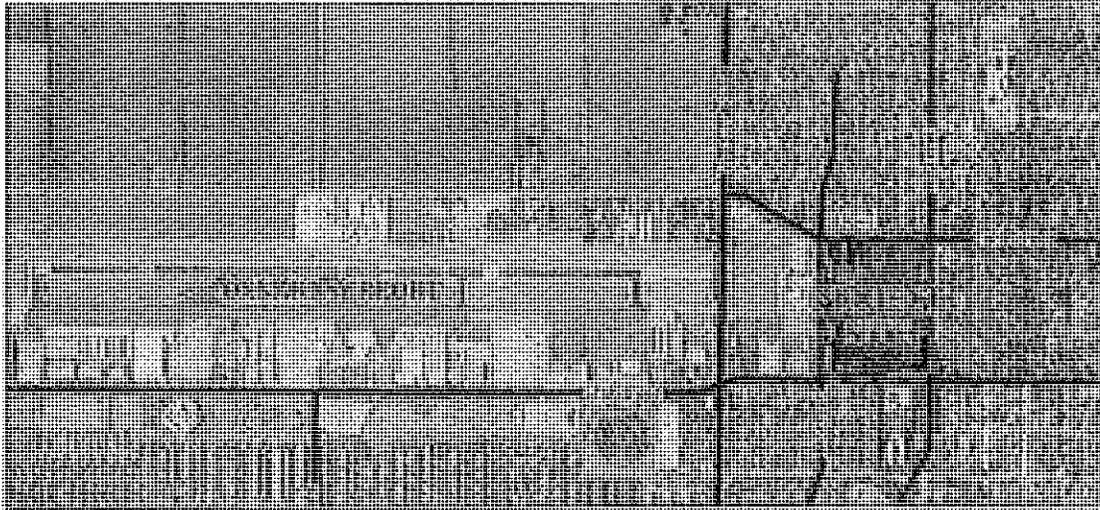


Figure 1 Project Location

The proposed project consists of two (2) baseball fields with two (2) soccer field overlays, two (2) stand-alone soccer fields, one (1) football/soccer field, two (2) basketball courts, one (1) skate park, two (2) snack bars, restrooms, maintenance buildings, a tot lot and associated parking areas as shown in Figure 2 below.

A = Acceptable Land Use
 C = Conditional Land Use
 U = Unacceptable Land Use

TABLE 6B Adopted Land Use Compatibility Standards in Safety Zones for Civilian Airports				
Land Use	Runway Protection Zone	Outer Safety Zone	Traffic Pattern Zone	Extended Traffic Pattern Zone
Residential				
Single Family	U	U	C [a, e]	A [e]
Multi-Family	U	U	C [a, e]	A [e]
Mobile Home Parks	U	U	C [a, e]	A [e]
Public/Institutional				
Hospitals/Convalescent Homes	U	U	U	A [e]
Schools	U	U	U	A [e]
Churches/Synagogues	U	U	U	A [e]
Auditoriums/Theaters	U	U	U	A [e]
Commercial				
Hotels and Motels	U	U	C [c, e]	A [e]
Offices and Business/Professional Services	U	C [a, e]	C [c, e]	A
Wholesale	U	C [a, e]	C [c, e]	A
Retail	U	C [a, e]	C [c, e]	A
Industrial, Transportation, Communication, and Utilities				
Manufacturing - General/Heavy	U	C [a, e]	C [c, e]	A
Light Industrial	U	C [a, e]	C [c, e]	A
Research and Development	U	C [a, e]	C [c, e]	A
Business Parks/Corporate Offices	U	C [a, e]	C [c, e]	A
Transportation Terminals	U	U	A	A
Communication/Utilities	C [b]	A	A	A
Automobile Parking	C [b]	A	A	A
Recreation/Open Space				
Outdoor Sports Arenas	U	U	U	A
Outdoor Amphitheaters	U	U	U	A
Parks	U	C [a]	A	A
Outdoor Amusement	U	C [a, e]	A	A
Resorts and Camps	U	C [a, e]	A [e]	A [e]
Golf Courses and Water Recreation	C [d]	A	A	A
Agriculture	A	A	A	A

The City of Oxnard also submitted the proposed project to the Federal Aviation Administration (FAA) and the County of Ventura Department of Airports for review and comment letters from both agencies can be found in Attachment A to this item for the Commission's review. The FAA in two letters to the City of Oxnard, objected to the proposed project and found that much of the project fell within the Runway Protection Zone and was contrary to the FAA's design criterion for objects being in the Controlled Activity Zone.

Similarly, the Department of Airports found that the proposed project was inconsistent with the CLUP and made several recommendations in the event that the City of Oxnard overrules the ALUC findings. The Department of Airports' correspondence and recommendations can be found in their response letter to the City of Oxnard also found in Attachment A to this item. Staff strongly supports the recommendations made by the Department of Airports and recommends that the ALUC include support for those recommendations in its own findings.

Staff is recommending that the Airport Land Use Commission find that the City of Oxnard's proposed Campus Park project is inconsistent with the Airport Comprehensive Land Use Plan for Ventura County and authorize the Executive Director to transmit the Commission's findings including support for the recommendation made by the County of Ventura Department of Airports to the City of Oxnard.

Attachment A

TODD McNAMEE

File



U.S. Department of Transportation
Federal Aviation Administration

Western-Pacific Region
Los Angeles Airports District Office
P.O. Box 92007
Los Angeles, CA 90009

March 1, 2011

Mr. Michael Henderson
City of Oxnard
General Services Department
300 West Third Street, 2nd Floor
Oxnard, CA 93030

Received
MAR 04 2011
Dept. of Airports

Oxnard Airport
Proposed Campus Park Development
Airspace Case No's. 2011-AWP-325 through 345-08

Dear Mr. Henderson:

The Federal Aviation Administration (FAA) Airports Division has completed an Obstruction Evaluation (OE) airspace study based upon a submittal made by you, on behalf of the City of Oxnard, on FAA Form 7460-1, *Notice of Proposed Construction or Alteration*. The submittal proposes the construction of a development known as "Campus Park" which includes the construction of a new football/multipurpose field, 4 soccer fields, 2 baseball fields, 2 basketball courts, a running track along with ancillary facilities such as restroom buildings, parking lots, dugouts, bleacher seating for public viewing, bullpen seating for teams, several lighting poles, a meandering walking track, fitness equipment area and landscaping to include trees. The location of this facility is directly east of the property boundary of Oxnard Airport starting at K Street. The property is also bound by 2nd Street to the north, H Street on the eastern boundary and 5th Street to the south. The entire parcel lies directly under the approach to Runway 25 of the Oxnard Airport. The K Street property line for the development is approximately 1768' from the centerline of Runway 25's threshold. The midfield area of the soccer and baseball fields lies approximately 2474' from the runway centerline threshold.

Nearly the entire development will lie within the Runway Protection Zone (RPZ) as depicted on your submitted "Preliminary Site Plan", Enclosure (1) and will traverse through the Object Free Area (OFA) and Central Portion of the Runway Protection Zone (RPZ) of Runway 07/25, Enclosure (2), and Figure 2-3. In accordance with FAA Advisory Circular (AC) *Airport Design, 150/5300-13, Change 11*, the function of the RPZ is to enhance the protection of people and property on the ground. This is done through airport owner control of the RPZ in order to clear the area of incompatible objects and activities. The RPZ is trapezoidal in shape and begins 200 feet beyond the end of the areas usable for takeoff and landing. The RPZ is comprised of 2 components, the "Central Portion of the RPZ", which is equal to the width of the Runway Object Free Area (ROFA), and the "Controlled Activity Area". This airspace case review is therefore divided into two sections. One section evaluates the proposal's effect on the "Central Portion Area RPZ" and the other section

evaluates the proposal's effect on the RPZ "Controlled Activity Area". Please note that a copy of AC can be found at <http://www.faa.gov/airports%5Fairtraffic/airports/resources/advisory%5Fcircul ars/>. Use keyword of "Airport Design" and open the complete document with changes 1 through 11.

SECTION ONE

Central Portion of the RPZ: The Central Portion of the RPZ combined with the Object Free Area is defined as that rectangular area which is centered 2500 feet long by 800 feet wide starting 200' East of the existing runway end of Runway 25, on extended centerline as in accordance with AC 150/5300-13, Changes 8 and 11, Paragraphs 212 and 307 and Figure 2-3. I have highlighted the location of this boundary on your site plan.

Per AC 150/5300-13, Change 11 Paragraph 212.a. (2)(a) Land Use, "While it is desirable to clear all objects from the RPZ, some uses are permitted, provided they do not attract wildlife, are outside of the Runway OFA, and do not interfere with navigational aids. Automobile parking facilities, although discouraged, may be permitted, provided the parking facilities and any associated appurtenances, in addition to meeting all of the preceding conditions, are located outside of the central portion of the RPZ" as depicted in Figure 2-3 (Enclosure (2)) and Enclosure 3.

Further clarification on clearing requirements is found within Paragraph 307. "Except where precluded by other clearing standards, it is acceptable to place objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes and to taxi and hold aircraft in the OFA. Objects non-essential for air navigation or aircraft ground maneuvering purposes are not to be placed in the OFA. Extension of the OFA beyond the standard length to the maximum extent feasible is encouraged."

Based upon the information submitted by the city, our airspace review indicates that the proposed project site will intersect Runway 25's RPZ Runway Object Free Area (ROFA) at approximately 1768' due East of Runway 25's runway end on centerline and will extend to approximately 2474' due east of Runway 07/25's extended centerline; encompassing the entire width. Our analysis has determined that the proposal is not acceptable from an airport design standard application/determination. The FAA Airports Division therefore objects to the proposal and the proposed activity because the project traverses/intersects through the entire 800' wide Runway Object Free Area/Central Portion of the RPZ of Runway 07/25. Several specified proposed activities are contrary to the protection of people and property on the ground due to their high concentration of people. The project introduces several solid objects such as buildings, light poles, backstops and trees that due to their presence create objects to aircraft that maybe in distress on approach or departure from Runway 07/25.

The following cases apply: 2011-ANP-333, 334, 335, 336 (central and north wings of gymnasium, 337, 338, 339,340, 341, 342, 343, 344- OE

SECTION TWO

RPZ Controlled Activity Area: "The controlled activity area is the portion of the RPZ beyond and to the sides of the Runway OFA," as in accordance with AC 150/5300-13, Change 8, Paragraph 212 a. (1)(b) and Figure 2-3." Further clarification of runway design rationale for clearance criteria within RPZ's is also found within Appendix 8, paragraph 8.

Based upon the information submitted, the airspace study reviewed and applied our guideline criterion cited above. The final analysis has determined that the proposal is not acceptable from an airspace determination. The FAA Airports Division objects to the proposal because the proposal is contrary to our design criterion for objects being in the controlled activity area of the RPZ. The following cases apply: 2011-AWP-325, 326, 327, 328, 336 (south wing of gymnasium), and 345- OE. Our guideline development criterion recommends that clear zones be kept free of structures and any development which would create a place of public assembly. The south wing of the gymnasium, oval running track and the multipurpose/football field fence features, in conjunction with low flying aircraft on approach or departure off Runway 07/25 at Oxnard Airport conflict with design standard recommendations and are not considered an acceptable compatible land use in the proposed location.

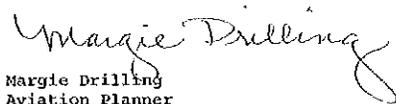
The property under the approach and departure is acreage the county should be considering for purchase and could utilize Airport Improvement Program (AIP) funding to assist in this accomplishment. Placement of this project within the RPZ is not practical, as this does not provide an enhancement to the protection of people and property on the ground. It is more desirable to clear the entire RPZ of all aboveground objects. FAA criterion is provided within Enclosure 3.

The following case numbers however we do not object to as they lie outside the RPZ: 2011-AWP-329, 330, 331 and 332- OE.

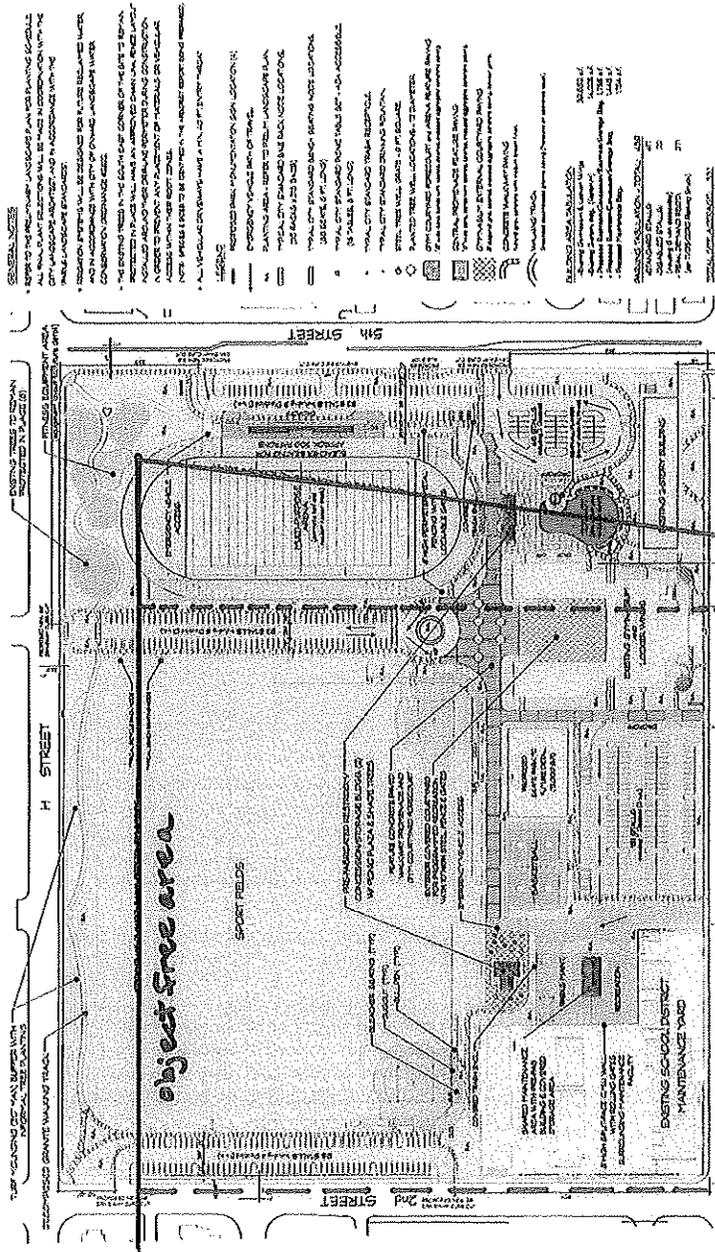
This determination concerns the effect of the proposed development on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of its compliance responsibilities relating to its obligations under airport grant assurances 20 (Hazard Removal and Mitigation) and 21 (Compatible Land Use) nor any law, ordinance, or regulation of any Federal, State, or local government body.

The study did not include any environmental review to determine whether the proposed development is environmentally acceptable. This determination does not indicate FAA approval or disapproval of the physical development involved in the proposal. FAA studies existing and proposed objects and activities, both off and on public-use airports, with respect to their effect upon the safe and efficient use of the airports and safety of persons and property on the ground. These objects need not be obstructions to air navigation, as defined in 14 CFR Part 77. As a result of a study, the FAA may issue an advisory recommendation in opposition to the presence of any off-airport object or activity in the vicinity of a public-use airport that conflicts with an airport planning or design standard or recommendation. If you have any questions I may be contacted at (310) 725-3628.

Sincerely,


Margie Drilling
Aviation Planner

cc: Mr. Todd McNamee, AAE
Director of Airports
County of Ventura
555 Airport Way,
Camarillo, CA 93010



2/22/2010
 RIM DESIGN GROUP, INC.
 957 WEST 5th STREET
 OAKLAND, CALIFORNIA 94612
 TEL: 415.778.8888
 WWW.RIMDESIGNGROUP.COM

APN 322 0 010 720 and 302 0 010 720
 PRELIMINARY SITE PLAN DRAWING NO. L-1
CAMPUS PARK
 City of Oakland, California

ENCLOSURE 1

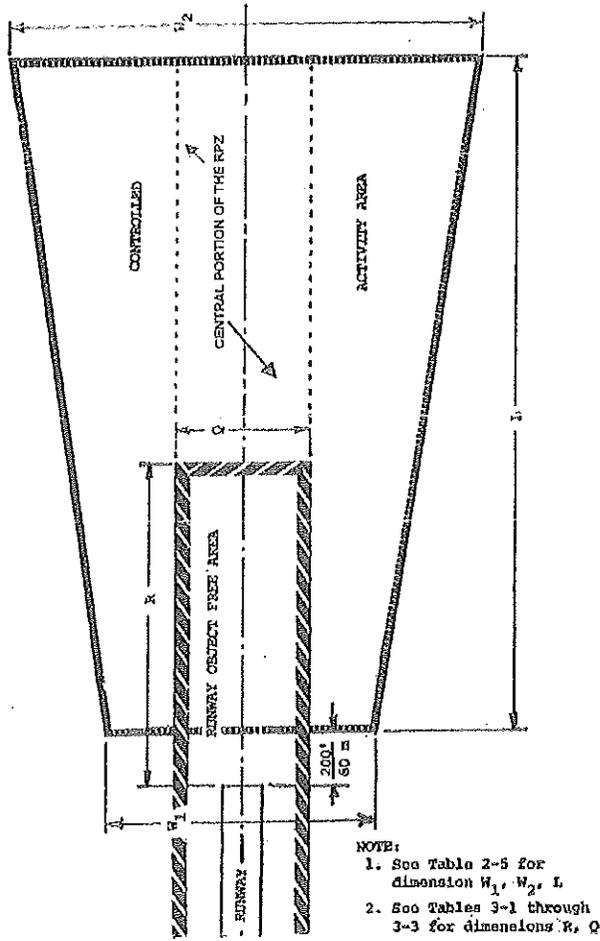


Figure 2-3. Runway protection zone

b. **Recommendations.** Other objects that are desirable to clear, if practicable, are objects that do not have a substantial adverse effect on the airport but, if removed, will enhance operations. These include objects in the controlled activity area and obstructions to air navigation that are not covered in paragraph 211.a, especially those penetrating an approach surface. On a paved runway, the approach surface starts 200 feet (61 m) beyond the area usable for takeoff or landing, whichever is more demanding. On an unpaved runway, the approach surface starts at the end of the area usable for takeoff or landing.

212. RUNWAY PROTECTION ZONE (RPZ). The RPZ's function is to enhance the protection of people and property on the ground. This is achieved through airport owner control over RPZs. Such control includes clearing RPZ areas (and maintaining them clear) of incompatible objects and activities. Control is preferably exercised through the acquisition of sufficient property interest in the RPZ.

a. **Standards.**

(1) **RPZ Configuration/Location.** The RPZ is trapezoidal in shape and centered about the extended runway centerline. The central portion and controlled activity area are the two components of the RPZ (see Figure 2-3). The RPZ dimension for a particular runway end is a function of the type of aircraft and approach visibility minimum associated with that runway end. Table 2-4 provides standard dimensions for RPZs. Other than with a special application of declared distances, the RPZ begins 200 feet (60 m) beyond the end of the area usable for takeoff or landing. With a special application of declared distances, see Appendix 14, separate approach and departure RPZs are required for each runway end.

(a) **The Central Portion of the RPZ.** The central portion of the RPZ extends from the beginning to the end of the RPZ, centered on the runway centerline. Its width is equal to the width of the runway OFA (see Figure 2-3). Paragraph 307 contains the dimensional standards for the OFA.

(b) **The Controlled Activity Area.** The controlled activity area is the portion of the RPZ to the sides of the central portion of the RPZ.

(2) **Land Use.** In addition to the criteria specified in paragraph 211, the following land use criteria apply within the RPZ:

(a) While it is desirable to clear all objects from the RPZ, some uses are permitted, provided they do not attract wildlife (see paragraph 202.g., *Wildlife Hazards*, and Appendix 17 for dimensional standards), are outside of the Runway OFA, and do not interfere with navigational aids. Automobile parking facilities, although discouraged, may be permitted, provided the parking facilities and any associated appurtenances, in addition to meeting all of the preceding conditions, are located outside of the central portion of the RPZ. Fuel storage facilities may not be located in the RPZ.

(b) Land uses prohibited from the RPZ are residences and places of public assembly. (Churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons typify places of public assembly.) Fuel storage facilities may not be located in the RPZ.

b. **Recommendations.** Where it is determined to be impracticable for the airport owner to acquire and plan the land uses within the entire RPZ, the RPZ land use standards have recommendation status for that portion of the RPZ not controlled by the airport owner.

c. **FAA Studies of Objects and Activities in the Vicinity of Airports.** The FAA policy is to protect the public investment in the national airport system. To implement this policy, the FAA studies existing and proposed objects and activities, both off and on public-use airports, with respect to their effect upon the safe and efficient use of the airports and safety of persons and property on the ground. These objects need not be obstructions to air navigation, as defined in 14 CFR Part 77. As the result of a study, the FAA may issue an advisory recommendation in opposition to the presence of any off-airport object or activity in the vicinity of a public-use airport that conflicts with an airport planning or design standard or recommendation.

213. to 299. RESERVED

distance "Y" from runway centerline, and then slopes 6 (horizontal) to 1 (vertical) out to a height of 150 feet (45 m) above the established airport elevation.

1) In U.S. customary units,

$H_{\text{net}} = 53 - 0.13(S_{\text{net}}) - 0.0022(E_{\text{net}})$ and distance

$Y_{\text{net}} = 440 + 1.08(S_{\text{net}}) - 0.024(E_{\text{net}})$.

2) In SI units,

$H_{\text{net}} = 16 - 0.13(S_{\text{net}}) - 0.0022(E_{\text{net}})$ and distance

$Y_{\text{net}} = 132 + 1.08(S_{\text{net}}) - 0.024(E_{\text{net}})$.

3) S is equal to the most demanding wingspan of the airplanes using the runway and E is equal to the runway threshold elevation above sea level. Beyond the distance "Y" from runway centerline the inner-transitional CAT II/III OFZ surface is identical to that for the CAT I OFZ.

d. Precision OFZ. The Precision Obstacle Free Zone (POFZ) is defined as a volume of airspace above an area beginning at the runway threshold, at the threshold elevation, and centered on the extended runway centerline, 200 feet (60m) long by 800 feet (240m) wide. See figure 3-6.

The surface is in effect only when all of the following operational conditions are met:

- (1) Vertically guided approach
- (2) Reported ceiling below 250 feet and/or visibility less than ¼ statute mile (or RVR below 4000 feet)
- (3) An aircraft on final approach within two (2) miles of the runway threshold.

When the POFZ is in effect, a wing of an aircraft holding on a taxiway waiting for runway clearance may penetrate the POFZ; however neither the fuselage nor the tail may infringe on the POFZ.

The POFZ is applicable at all runway ends including displaced thresholds.

Note: POFZ takes effect no later than January 1, 2007 for all runway ends at which it applies.

307. OBJECT FREE AREA. The runway object free area (OFA) is centered on the runway centerline. The runway OFA clearing standard requires clearing the OFA of above ground objects protruding above the runway safety area edge elevation. Except where precluded by other clearing standards, it is acceptable to place objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes and to taxi and hold aircraft in the OFA. Objects non-essential for air navigation or aircraft ground maneuvering purposes are not to be placed in the OFA. This includes parked airplanes

and agricultural operations. Tables 3-1, 3-2, and 3-3 specify the standard dimensions of the runway OFA. Extension of the OFA beyond the standard length to the maximum extent feasible is encouraged. See figure 2-3.

308. CLEARWAY STANDARDS. The clearway (See figure 3-7) is a clearly defined area connected to and extending beyond the runway end available for completion of the takeoff operation of turbine-powered airplanes. A clearway increases the allowable airplane operating takeoff weight without increasing runway length.

n. Dimensions. The clearway must be at least 500 feet (150 m) wide centered on the runway centerline. The practical limit for clearway length is 1,000 feet (300 m).

b. Clearway Plane Slope. The clearway plane slopes upward with a slope not greater than 1.25 percent.

c. Clearing. Except for threshold lights no higher than 26 inches (66 cm) and located off the runway sides, no object or terrain may protrude through the clearway plane. The area over which the clearway lies need not be suitable for stopping aircraft in the event of an aborted takeoff.

d. Control. An airport owner interested in providing a clearway should be aware of the requirement that the clearway be under its control, although not necessarily by direct ownership. The purpose of such control is to ensure that no fixed or movable object penetrates the clearway plane during a takeoff operation.

e. Notification. When a clearway is provided, the clearway length and the declared distances, as specified in appendix 14, paragraph 7, shall be provided in the Airport/Facility Directory (and in the Aeronautical Information Publication (AIP), for international airports) for each operational direction.

309. STOPWAY STANDARDS. A stopway is an area beyond the takeoff runway, centered on the extended runway centerline, and designated by the airport owner for use in decelerating an airplane during an aborted takeoff. It must be at least as wide as the runway and able to support an airplane during an aborted takeoff without causing structural damage to the airplane. Their limited use and high construction cost, when compared to a full-strength runway that is usable in both directions, makes their construction less cost effective. See figure 3-8. When a stopway is provided, the stopway length and the declared distances, as specified in appendix 14, paragraph 7, shall be provided in the Airport/Facility Directory (and in the Aeronautical Information Publication for international airports) for each operational direction.

Todd McNamee

Campus Park
File

Received

JUL 25 2011



Dept. of Airports

U.S. Department
of Transportation
Federal Aviation
Administration

Western-Pacific Region P.O. Box 92007
Los Angeles Airports District Office Los Angeles, CA 90009

July 20, 2011

Mr. Michael Henderson
City of Oxnard
General Services Department
300 West Third Street, 2nd Floor
Oxnard, CA 93030

Oxnard Airport - Letter of Non-Concurrence
Proposed Campus Park Development
Basketball Court, West Parking Lot, Skate Park and Various Light Poles

Dear Mr. Henderson:

The Federal Aviation Administration (FAA) Airports Division has completed its review of several Obstruction Evaluation (OE) airspace studies based upon submittals made by your office on behalf of the City of Oxnard, on FAA Form 7460-1, *Notice of Proposed Construction or Alteration*. The submittals propose the construction of several facilities located at the old Oxnard High School site. This letter specifically addresses those directly related to the basketball court, a skate park, the west parking lot near the basketball court, light poles for the parking lot along with several others in support of the basketball court, track/football field and skate park. The construction is part of the cities new development known as "Campus Park". Several other facilities have been identified for construction including a new football/multipurpose field, soccer fields, baseball fields, and a running track. Other ancillary facilities include restroom buildings, more parking lots, dugouts, bleacher seating for public viewing, bullpen seating for teams, several lighting poles, a meandering walking track, fitness equipment area and landscaping to include trees.

The location of the subject development is directly east of the property boundary of Oxnard Airport starting at K Street. The property is also bound by 2nd Street to the north, H Street on the eastern boundary and 5th Street to the south. The entire parcel lies directly under the approach to Runway 25 of the Oxnard Airport. The K Street property line for the development is approximately 1760' from the centerline of Runway 25's threshold. The midfield area of the soccer and baseball fields lie approximately 2474' from the runway centerline threshold.

Nearly the entire development will lie within the Runway Protection Zone (RPZ) as depicted on Enclosure (1) and your submitted "Preliminary Site Plan", Enclosure (2). It is sometimes referred to as "Clear Zones". It will traverse through what the agency design standards call the Object Free Area (OFA) which is the Central Portion of the Runway Protection Zone (RPZ) of Runway 07/25, Enclosure (3), Figure 2-3. When aircraft are in distress; either just after take-off or on final approach to the airport, this is the

area they tend to go down in. The FAA places a high value on the protection of people on the ground. Therefore our standards reflect this intention. In accordance with FAA Advisory Circular (AC) *Airport Design*, 150/5300-13, Change 11, the function of the RPZ is to enhance the protection of people and property on the ground. This is done through airport owner control of the RPZ, if possible, in order to clear the area of incompatible objects and activities. The current design in Enclosure 1, places most of the entire park within the RPZ with several activities that have high concentrations of people. This places your design in conflict with our FAA design standards. The RPZ is trapezoidal in shape and begins 200 feet beyond the end of the areas usable for takeoff and landing. The RPZ is comprised of 2 components, the "Central Portion of the RPZ", as mentioned above, which is equal to the width of the Runway Object Free Area (ROFA), and the "Controlled Activity Area" (See Enclosure (3)). Our airspace case review is therefore divided into two sections. One section evaluates the proposal's effect on the "Central Portion Area RPZ" and the other section evaluates the proposal's effect on the RPZ "Controlled Activity Area". Please note that a copy of AC can be found at <http://www.faa.gov/airports%5Fairtraffic/airports/resources/advisory%5Fcirculars/>. Use keyword of "Airport Design" and open the complete document with changes 1 through 11.

SECTION ONE

Central Portion of the RPZ: The Central Portion of the RPZ combined with the Object Free Area (OFA) is defined as that rectangular area which is centered 2500 feet long by 800 feet wide starting 200' East of the existing runway end of Runway 25, on extended centerline as in accordance with AC 150/5300-13, Changes 8 and 11, Paragraphs 212 and 307 (Enclosure (4) and Figure 2-3 (Enclosure (3)). I have highlighted the location of this boundary on your site plan.

Per AC 150/5300-13, Change 11 Paragraph 212.a. (2)(a) *Land Use*, "While it is desirable to clear all objects from the RPZ, some uses are permitted, provided they do not attract wildlife, are outside of the Runway OFA, and do not interfere with navigational aids. Automobile parking facilities, although discouraged, may be permitted, provided the parking facilities and any associated appurtenances, in addition to meeting all of the preceding conditions, are located outside of the central portion of the RPZ". The west parking lot, basketball court, Skate Park and several of your lighting poles are all located within this critical area as depicted on the "Site Plan".

Further clarification on clearing requirements is found within Paragraph 307. "Except where precluded by other clearing standards, it is acceptable to place objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes and to taxi and hold aircraft in the OFA. *Objects non-essential for air navigation or aircraft ground maneuvering purposes are not to be placed in the OFA.* Extension of the OFA beyond the standard length to the maximum extent feasible is encouraged."

Based upon the information submitted by the city, our airspace reviews indicate that the proposed project site will intersect Runway 25's RPZ Runway Object Free Area (ROFA) at approximately 1760' due East of Runway 25's runway end on centerline and will extend to approximately 2474' due east of Runway 07/25's extended centerline; encompassing the entire width. Our analysis has determined that the proposal is not acceptable when our airport design standards are applied. The FAA Airports Division therefore objects to the

proposal and the proposed activities because the project traverses/intersects through the entire 800' wide Runway Object Free Area/Central Portion of the RPZ of Runway 07/25. Several specified proposed activities are contrary to the protection of people and property on the ground due to their high concentration of people. The project introduces several solid objects such as buildings, light poles, backstops and trees that due to their presence create objects to aircraft that maybe in distress on approach or departure from Runway 07/25 which we find as not a compatible land use due to their close proximity in conjunction with aviation operations at Oxnard Airport.

The following OE cases apply: 2011-AWP-1673,1674,1675,2719,2722,2723,2724,2762,2763,2764,2765,2766,2767,2768,2769-OE

SECTION TWO

RPZ Controlled Activity Area: "The controlled activity area is the portion of the RPZ beyond and to the sides of the Runway Object Free Area," as in accordance with AC 150/5300-13, Change 8, Paragraph 212 a. (1)(b) and Figure 2-3." Further clarification of runway design rationale for clearance criteria within RPZ's is also found within Appendix 8, paragraph 8 (See Enclosure 5).

Based upon the information submitted, the airspace studies were reviewed and we applied our guideline criterion cited above. The final analysis has determined that the proposal is not considered acceptable for this airspace review. The FAA Airports Division objects to the proposal because the proposal is contrary to our design criterion for objects being in the controlled activity area of the RPZ and is not considered a compatible land use development. Our airport design standards recommend that clear zones be kept free of structures and any development which would create a place of public assembly.

The property under the approach and departure is acreage the county should be considering for purchase and could utilize Airport Improvement Program (AIP) funding to assist in this accomplishment. Placement of this project within the RPZ is not practical, as this does not provide an enhancement to the protection of people and property on the ground. It is more desirable to clear the entire RPZ of all aboveground objects.

This determination concerns the effect of the proposed development on the safe and efficient use of navigable airspace by aircraft and does not relieve our airport sponsor, Ventura County Dept of Airports, of its compliance responsibilities relating to its obligations under airport grant assurances 20 (Hazard Removal and Mitigation) and 21 (Compatible Land Use) nor any law, ordinance, or regulation of any Federal, State, or local government body.

The studies did not include any environmental review to determine whether the proposed development is environmentally acceptable. This determination does not indicate FAA approval or disapproval of the actual physical development involved in the proposal. FAA studies existing and proposed objects and activities, both off and on public-use airports, with respect to their effect upon the safe and efficient use of the airports and the safety of persons and property on the ground. These objects need not be obstructions to air navigation, as defined in 14 CFR Part 77. As a result of any study, the FAA may issue an advisory recommendation in opposition to the presence of any off-airport object or activity in the vicinity of a public-use airport that conflicts with an airport planning or design standard or recommendation.

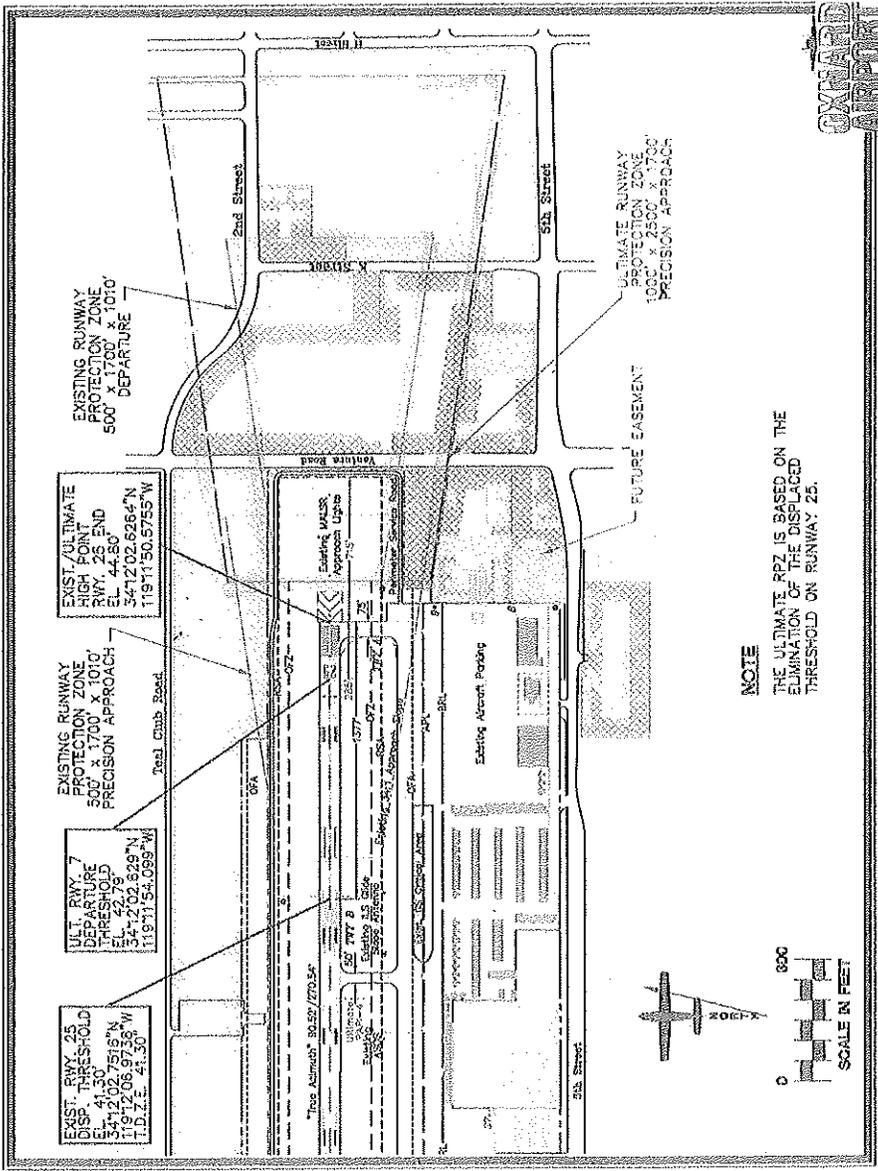
If you have any questions I may be contacted at (310) 725-3628.

Sincerely,

Original Signed By
Margie Drilling

Margie Drilling
Aviation Planner

cc: Mr. Todd McNamee, AAE
Director of Airports
County of Ventura
555 Airport Way,
Camarillo, CA 93010



OXLAND AIRPORT

REVISID RUNWAY PROTECTION ZONES

Exhibit 1

NOTE

THE ULTIMATE RPZ IS BASED ON THE ELIMINATION OF THE DISPLACED THRESHOLD ON RUNWAY 25.



ENCLOSURE 1

GENERAL NOTES

- 1. REFER TO THE RELEVANT JURISDICTIONS FOR PLANNING, DESIGN, AND CONSTRUCTION OF THE AIRPORT. PLANNING SHALL BE MADE IN ACCORDANCE WITH THE CITY OF OXLAND AIRPORT AND IN ACCORDANCE WITH THE CALIFORNIA AIRPORT REGULATIONS.
- 2. THE AIRPORT OPERATIONS SHALL BE IN ACCORDANCE WITH THE CALIFORNIA AIRPORT REGULATIONS.
- 3. THE AIRPORT OPERATIONS SHALL BE IN ACCORDANCE WITH THE CALIFORNIA AIRPORT REGULATIONS.
- 4. THE AIRPORT OPERATIONS SHALL BE IN ACCORDANCE WITH THE CALIFORNIA AIRPORT REGULATIONS.

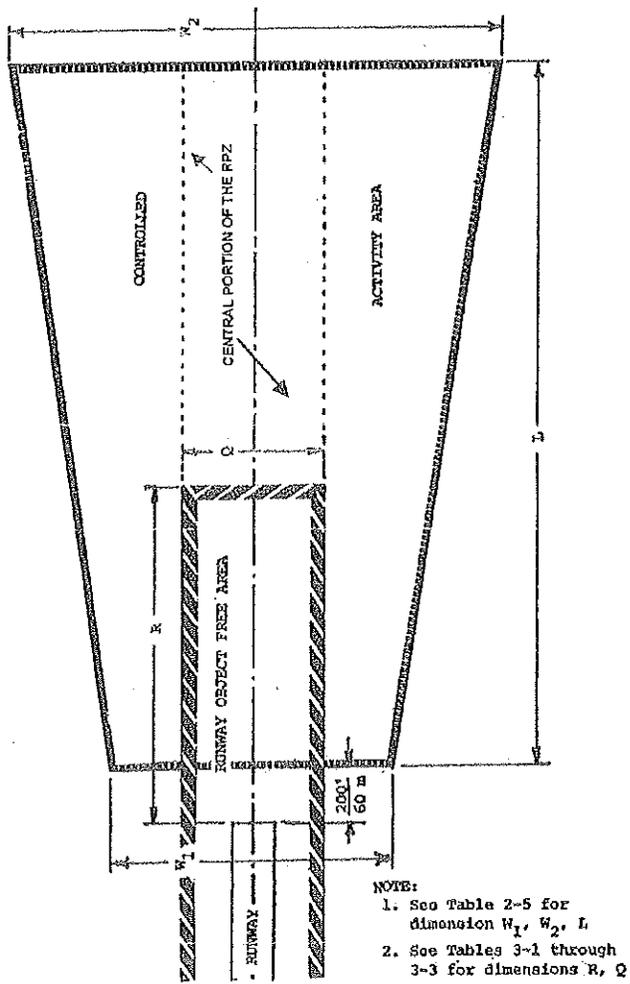


Figure 2-3. Runway protection zone

b. **Recommendations.** Other objects that are desirable to clear, if practicable, are objects that do not have a substantial adverse effect on the airport but, if removed, will enhance operations. These include objects in the controlled activity area and obstructions to air navigation that are not covered in paragraph 211.a, especially those penetrating an approach surface. On a paved runway, the approach surface starts 200 feet (61 m) beyond the area usable for takeoff or landing, whichever is more demanding. On an unpaved runway, the approach surface starts at the end of the area usable for takeoff or landing.

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a. **Standards.**

(1) **RPZ Configuration/Location.** The RPZ is trapezoidal in shape and centered about the extended runway centerline. The central portion and controlled activity area are the two components of the RPZ (see Figure 2-3). The RPZ dimension for a particular runway end is a function of the type of aircraft and approach visibility minimum associated with that runway end. Table 2-4 provides standard dimensions for RPZs. Other than with a special application of declared distances, the RPZ begins 200 feet (60 m) beyond the end of the area usable for takeoff or landing. With a special application of declared distances, see Appendix 14, separate approach and departure RPZs are required for each runway end.

(a) **The Central Portion of the RPZ.** The central portion of the RPZ extends from the beginning to the end of the RPZ, centered on the runway centerline. Its width is equal to the width of the runway OFA (see Figure 2-3). Paragraph 307 contains the dimensional standards for the OFA.

(b) **The Controlled Activity Area.** The controlled activity area is the portion of the RPZ to the sides of the central portion of the RPZ.

(2) **Land Use.** In addition to the criteria specified in paragraph 211, the following land use criteria apply within the RPZ:

(a) While it is desirable to clear all objects from the RPZ, some uses are permitted, provided they do not attract wildlife (see paragraph 202.g., *Wildlife Hazards*, and Appendix 17 for dimensional standards), are outside of the Runway OFA, and do not interfere with navigational aids. (Automobile parking facilities, although discouraged, may be permitted, provided the parking facilities and any associated appurtenances, in addition to meeting all of the preceding conditions, are located outside of the central portion of the RPZ. Fuel storage facilities may not be located in the RPZ.

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b. **Recommendations.** Where it is determined to be impracticable for the airport owner to acquire and plan the land uses within the entire RPZ, the RPZ land use standards have recommendation status for that portion of the RPZ not controlled by the airport owner.

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213. to 299. **RESERVED**

distance "Y" from runway centerline, and then slopes 6 (horizontal) to 1 (vertical) out to a height of 150 feet (45 m) above the established airport elevation.

1) In U.S. customary units,

$H_{clear} = 53 - 0.13(S_{clear}) - 0.0022(E_{clear})$ and distance

$Y_{clear} = 440 + 1.08(S_{clear}) - 0.024(E_{clear})$.

2) In SI units,

$H_{clear} = 16 - 0.13(S_{clear}) - 0.0022(E_{clear})$ and distance

$Y_{clear} = 132 + 1.08(S_{clear}) - 0.024(E_{clear})$.

3) S is equal to the most demanding wingspan of the airplanes using the runway and E is equal to the runway threshold elevation above sea level. Beyond the distance "Y" from runway centerline the inner-transitional CAT I/II OFZ surface is identical to that for the CAT I OFZ.

d. Precision OFZ. The Precision Obstacle Free Zone (POFZ) is defined as a volume of airspace above an area beginning at the runway threshold, at the threshold elevation, and centered on the extended runway centerline, 200 feet (60m) long by 800 feet (240m) wide. See figure 3-6.

The surface is in effect only when all of the following operational conditions are met:

- (1) Vertically guided approach
- (2) Reported ceiling below 250 feet and/or visibility less than ¼ statute mile (or RVR below 4000 feet)
- (3) An aircraft on final approach within two (2) miles of the runway threshold.

When the POFZ is in effect, a wing of an aircraft holding on a taxiway waiting for runway clearance may penetrate the POFZ; however neither the fuselage nor the tail may infringe on the POFZ.

The POFZ is applicable at all runway ends including displaced thresholds.

Note: POFZ takes effect no later than January 1, 2007 for all runway ends at which it applies.

307. OBJECT FREE AREA. The runway object free area (OFA) is centered on the runway centerline. The runway OFA clearing standard requires clearing the OFA of above ground objects protruding above the runway safety area edge elevation. Except where precluded by other clearing standards, it is acceptable to place objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes and to taxi and hold aircraft in the OFA. Objects non-essential for air navigation or aircraft ground maneuvering purposes are not to be placed in the OFA. This includes parked airplanes

and agricultural operations. Tables 3-1, 3-2, and 3-3 specify the standard dimensions of the runway OFA. Extension of the OFA beyond the standard length to the maximum extent feasible is encouraged. See figure 2-3.

308. CLEARWAY STANDARDS. The clearway (See figure 3-7) is a clearly defined area connected to and extending beyond the runway end available for completion of the takeoff operation of turbine-powered airplanes. A clearway increases the allowable airplane operating takeoff weight without increasing runway length.

a. Dimensions. The clearway must be at least 500 feet (150 m) wide centered on the runway centerline. The practical limit for clearway length is 1,000 feet (300 m).

b. Clearway Plane Slope. The clearway plane slopes upward with a slope not greater than 1.25 percent.

c. Clearing. Except for threshold lights no higher than 26 inches (66 cm) and located off the runway sides, no object or terrain may protrude through the clearway plane. The area over which the clearway lies need not be suitable for stopping aircraft in the event of an aborted takeoff.

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e. Notification. When a clearway is provided, the clearway length and the declared distances, as specified in appendix 14, paragraph 7, shall be provided in the Airport/Facility Directory (and in the Aeronautical Information Publication (AIP), for international airports) for each operational direction.

309. STOPWAY STANDARDS. A stopway is an area beyond the takeoff runway, centered on the extended runway centerline, and designated by the airport owner for use in decelerating an airplane during an aborted takeoff. It must be at least as wide as the runway and able to support an airplane during an aborted takeoff without causing structural damage to the airplane. Their limited use and high construction cost, when compared to a full-strength runway that is usable in both directions, makes their construction less cost effective. See figure 3-8. When a stopway is provided, the stopway length and the declared distances, as specified in appendix 14, paragraph 7, shall be provided in the Airport/Facility Directory (and in the Aeronautical Information Publication for international airports) for each operational direction.

county of ventura

DEPARTMENT OF AIRPORTS
www.ventura.org/airports



555 Airport Way ♦ Camarillo, CA 93010 ♦ (805) 388-4274 ♦ Fax: (805) 388-4366

March 21, 2011

Michael Henderson
City of Oxnard, General Services Dept.
305 W 3rd St
Oxnard, CA 93030

Re: Comments on Campus Park Development, Oxnard, CA

Dear Mr. Henderson,

The City of Oxnard has requested review and recommendations concerning the above referenced proposal. The proposed project is the redevelopment of the old high school parcel directly under the approach to the Oxnard airport and primarily within the Runway Protection Zone (RPZ) for the airport, although some of the development does occur outside of the RPZ (please see attached site map).

The County of Ventura Department of Airports, the Ventura County Aviation Advisory Commission, and the Oxnard Airport Authority have had an opportunity to review the proposed development known as "Campus Park" and find it to be inconsistent with the Ventura County Comprehensive Land Use Plan (ACLUP), and therefore object to the proposed use. Airport staff has reviewed the proposed development and finds that the project, as proposed, is not consistent with the Airport Comprehensive Land Use Plan (ACLUP). The recreational use within the RPZ is considered an unacceptable land use per Table 6B (attached).

We appreciate that the City has taken steps to design the park in a manner that minimizes the negative impact on the airport approach, and that you have included staff in design review meetings. The proposed design does improve prior and existing uses by removing a majority of the buildings in the RPZ, and moving the track and bleachers further south away from the runway extended centerline and partially outside the RPZ. The design does, however, leave some existing buildings within the RPZ (southwest corner of development) and provides for a new parking lot, both of which are in conflict with FAA design standards.

City of Oxnard – Michael Henderson
Campus Park
March 21, 2011
Page 2

Should the City proceed with the Park by the City Council overriding the Airport Authority, we respectfully request that you include the following conditions as part of the approval for the development.

1. The City be required to grant to the County of Ventura an aviation easement over the parcel to include the elements of the Federal Aviation Administration's Model Aviation Easement;
2. The City provide an airport/aircraft viewing area along the exercise path for park visitors to be made aware of and enjoy the airport and aircraft overflight;
3. The City design all park lighting so as not to interfere with pilot's vision when on approach to the Oxnard airport; and
4. The City be required to file a form 7460, "Notice of Proposed Construction" with the Federal Aviation Administration (FAA) that enables the FAA to review the development for any hazards to airport/aviation operations.

The above recommendations would serve to provide the future users of the park site with a greater level of disclosure, awareness, and compatibility for airport operations. It would also assist us in achieving the goal of the Oxnard Airport Mission Statement, which is to foster cooperation with the airport's neighbors and conduct responsible flight operations.

In addition to the above comments, it is recommended that this proposed development be reviewed by the Ventura County Airport Land Use Commission for a finding with regard to the ACLUP. Additionally, Caltrans Division of Aeronautics should have an opportunity to review and comment on the proposed development prior to any action being taken by the City of Oxnard.

Thank you for the opportunity to comment on the proposed use and if you have any questions relating to this matter, please contact me at 805-388-4200.



TODD L. McNAMEE, AAE
Director of Airports

Attachments

*PZ No. 10-500-13, Campus Park
Planning Commission: August 2, 2012*

ATTACHMENT K

Analysis of Land Use Intensity

Analysis of Land Use Intensity

According to the Airport Land Use Commission’s staff report (Attachment J, Figure 3) the project site is within three safety zones that surround the Oxnard Airport: Runway Protection Zone, Outer Safety Zone, and Traffic Pattern Zone. The following table summarizes the zones as defined by the Ventura County *Airport Comprehensive Land Use Plan*, the Cal Trans *California Airport Land Use Planning Handbook*, and the proposed park facilities within each zone.

Airport Zone per Ventura County Airport Comprehensive Land Use Plan	Equivalent Airport Zone per California Airport Land Use Planning Handbook	Proposed Park Amenities
Runway Protection Zone	Safety Zone 1 – Runway Protection Zone	K Street parking lot; Northwest corner of gym (E).
Outer Safety Zone (future expanded Runway Protection Zone)	Safety Zone 2 – Inner Approach / Departure Zone	Four soccer fields, Two baseball fields, Basketball courts, Tot lot, Northeast corner of gym (E), Restrooms / concessions.
Traffic Pattern Zone	Safety Zone 6 – Traffic Pattern Zone	Football field & track, Skate park, dog park, Gymnasium (E), Classroom bldg (E).

The *California Airport Land Use Planning Handbook* provides guidelines for the maximum intensity of use (i.e., numbers of persons per acre), and a quantitative analysis may be conducted in order to facilitate informed decision-making. Noise and safety are the two primary airport impact concerns that have the potential to affect the health, safety and welfare of people within the vicinity of an airport. The related issues of overflight (noise) and airspace protection (safety) should also be considered. The Ventura County *Airport Comprehensive Land Use Plan* utilizes a building coverage formula (i.e., the ‘Building Code method’) to calculate intensity of land use based on the occupancy rating of proposed structures; whereas the *California Airport Land Use Planning Handbook* provides guidelines for directly calculating the numbers of persons per acre that may be acceptable.

Safety Zone 1 (Runway Protection Zone)

The *California Airport Land Use Planning Handbook* recommends prohibiting all new structures and avoiding almost all land uses except very low-intensity non-residential uses within Safety Zone 1 (Runway Protection Zone). Exceptions may be granted for parking lots and roads provided that FAA criteria are satisfied; the following table summarizes the density/intensity guidelines.

Setting	Maximum Residential Densities	Maximum Nonresidential Intensities	Maximum Single Acre
	<i>Avg. number of D.U. per gross acre</i>	<i>Avg. number of people per acre</i>	<i>2x Avg. number of people per acre</i>
Rural	0	0 – See Note A	0
Suburban	0	0 – See Note A	0
Urban	0	0 – See Note A	0
Note A: Exceptions may be permitted for agricultural activities, roads, and parking lots provided that FAA criteria are satisfied.			

Source: *California Airport Land Use Planning Handbook* (Oct. 2011), Figure 4-B, page 4-20.

For the proposed K Street (west) parking lot, the FAA issued two letters stating Determination of No Hazard to Air Navigation (Aeronautical Study Nos. 2011-AWP-1673-OE, 2011-AWP-1675-OE) on February 22, 2011, approving the west parking lot as well as the proposed light poles within the lot. The K Street (west) parking lot may thus be considered to be allowable if FAA criteria are satisfied.

The northwest corner of the existing gym is within the Runway Protection Zone; no other uses are proposed within the existing Runway Protection Zone. For the gymnasium, the FAA issued a letter stating Determination of No Hazard to Air Navigation (Aeronautical Study No. 2011-AWP-336-OE) on February 28, 2011, indicating no opposition to the existing gym. The future (ultimate) configuration of the Runway Protection Zone would expand to include the northerly two-thirds of the project site. Referring to the expanded Runway Protection Zone, the Airport Land Use Commission staff report (page 3) states, “It is important to note that the adopted CLUP is in need of updating and does not reflect the current, more restrictive, safety zone configuration at Oxnard Airport.”

Safety Zone 2 (Outer Safety Zone)

The *California Airport Land Use Planning Handbook* recommends prohibiting group recreational activities and other assembly uses within Safety Zone 2 (Outer Safety Zone). The *Handbook* recommends allowing non-group recreational uses such as passive parks without sports fields, golf courses, etc. For urban areas such as the proposed project site, the Maximum Nonresidential Intensity is 60 to 80 persons per gross acre, on average; the following table summarizes the density/intensity guidelines.

Setting	Maximum Residential Densities	Maximum Nonresidential Intensities	Maximum Single Acre
	<i>Avg. number of D.U. per gross acre</i>	<i>Avg. number of people per acre</i>	<i>2x Avg. number of people per acre</i>
Rural	See Note A	10 – 40	50 – 80
Suburban	1 per 10-20 acres	40 – 60	80 – 120
Urban	0	60 – 80	120 – 160
Note A: Maintain current zoning if less than density criteria for suburban setting.			

Source: *California Airport Land Use Planning Handbook* (Oct. 2011), Figure 4-C, page 4-21.

Given the area of the project site within Safety Zone 2 (Outer Safety Zone), approximately 20 acres total that includes the soccer fields and areas east of the K Street parking lot, the maximum average recommended intensity would be between 1,200 – 1,600 persons in an urban setting.

An analysis of the intensity of use may be conducted using the example of a single soccer field or baseball field, each totaling approximately 2 acres in size for the playing field and spectator areas surrounding the sidelines. Assuming that there are 100 persons per soccer or baseball field (including both teams plus spectators for both teams), the average number of persons per acre would be 50 (100 persons / 2 acres = 50 persons/acre). In the case of a baseball field, with spectators and most players concentrated around a 1.0-acre infield diamond, the maximum per single acre would be 100 persons. Assuming that all soccer players and spectators are within the same 1.0-acre area, the maximum per single acre would be 100 persons. Consideration may also be given to the open and unenclosed characteristics of the uses, in that the means of emergency exiting and egress are not constraints (such as within an enclosed building or structure).

The intensity of use for the entire area within Safety Zone 2 may be calculated by estimating the total number of persons at each facility. Assume the following numbers of persons: 100 persons at each soccer field, for a total of 400; 25 persons each at the basketball courts, children’s play areas, pedestrian areas, parking lots, and concessions/restrooms area, for a total of 125; and the baseball fields are not in use simultaneously (assuming all soccer fields are in use). The total of 525 persons would not exceed the Maximum Nonresidential Intensities in the table above. However, the *California Airport Land Use Planning Handbook* discourages group recreational land uses (e.g., team sports, league play, etc.).

Safety Zone 6 (Traffic Pattern Zone)

Within Safety Zone 6 (Traffic Pattern Zone), the *California Airport Land Use Planning Handbook* recommends avoiding stadiums and similar uses with very high intensities, and restricting uses containing groups of people who have limited mobility (e.g., children’s schools, large daycare centers, hospitals, nursing homes). For urban areas such as the proposed project site, there is no limit for the Maximum Nonresidential Intensity, except that stadiums and similar very high-intensity uses should be avoided. The following table summarizes the density/intensity guidelines.

Setting	Maximum Residential Densities	Maximum Nonresidential Intensities	Maximum Single Acre
	<i>Avg. number of D.U. per gross acre</i>	<i>Avg. number of people per acre</i>	<i>4x Avg. number of people per acre</i>
Rural	No Limit – See Note A	150 – 200	600 – 800
Suburban	No Limit – See Note A	200 – 300	800 – 1,200
Urban	No Limit – See Note A	No Limit – See Note B	No Limit – See Note B
Note A: Noise and overflight should be considered.			
Note B: Large stadiums and similar uses should be avoided.			

Source: *California Airport Land Use Planning Handbook* (Oct. 2011), Figure 4-G, page 4-25.

In the example of the football field and track with spectator seating, the seating areas will provide five rows of seats, and not exceed approximately five to six feet above ground level. The proposed field/track will not contain elevated bleacher seating as may be typically found at a high school stadium. The field/track site area is approximately 2.5 acres in size, and assuming 250 persons total (25 persons per team, plus 100 spectators for each team per the project Noise Impact Analysis report), the average density would be approximately 100 persons per acre (250 persons / 2.5 acres = 100 persons/acre). Assuming all 250 persons were grouped together within a one-acre area, the maximum single acre density would be 250 persons. The total of 250 persons would thus not exceed the Maximum Nonresidential Intensities or Maximum Single Acre in the table above.

Maximum Intensity of Use

For an example of maximum use of the park, one could assume the following: all four soccer fields being utilized (e.g. 100 persons per field); football field or track (e.g., 250 persons max.); skate park, basketball courts, tot lots, and dog park (e.g., 25 persons each); existing gymnasium (e.g., 500 persons max.); other pedestrians and joggers (e.g., 25 persons); and park employees and maintenance staff (e.g., 25 persons). The total number of persons in the park would be 1,300 people (100(4) + 250 + 100 + 500 + 25 + 25 = 1,300). The average density would be approximately 43 (1300 persons / 30 acres = 43.3) persons per acre. Without the gym being utilized, the maximum would be 800 persons, and the average density would be approximately 28 (800 persons / 28 acres = 28.6) persons per acre.

The 'parking method' may also be used to estimate the number of persons that may occupy the site, according to the *California Airport Land Use Planning Handbook* (Appendix G). The conceptual site plan shows a total of 427 parking spaces. Assuming all 427 spaces are occupied and using an average of 1.5 persons per vehicle (per Appendix G of the *California Airport Land Use Planning Handbook*), the total number of persons would be 641 on the site.

Avigation Easement

The proposed project will dedicate an avigation easement to Ventura County for the Oxnard Airport. The proposed MND No. 11-01 (see Attachment D) determined that the proposed project will not have any potentially significant effects in terms of aircraft overflight, aircraft engine noise (noise will not exceed 60 dBA CNEL within the park), encroachment into navigable airspace (14 CFR Part 77 regulations), glare spillover from park lighting, or unacceptably high risk to public health and safety. The dedication document will grant to Ventura County sufficient interest to satisfy the requirements imposed by the FAA to operate the airport, and mitigate any potentially incompatible environmental impacts (e.g., aircraft overflight, use of airspace, noise or vibration from aircraft). Mitigation measures I-1 through I-4 in MND No. 11-01 will prevent any other conflicts in terms of navigable airspace and aircraft operations. The *Aircraft Hazard & Land Use Risk Assessment* report prepared for the project (see Appendix II in MND No. 11-01) discusses the safety aspect and risk of off-airport accidents.

*PZ No. 10-500-13, Campus Park
Planning Commission: August 2, 2012*

ATTACHMENT L

Resolution

RESOLUTION NO. 2012 –

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING PLANNING & ZONING PERMIT NO. 10-500-13 (SPECIAL USE PERMIT) TO ALLOW THE REDEVELOPMENT OF THE FORMER OXNARD HIGH SCHOOL CAMPUS INTO A NEW COMMUNITY PARK (“CAMPUS PARK”) ON A 30-ACRE PROPERTY, AND ADOPTING MITIGATED NEGATIVE DECLARATION NO. 11-01 FOR THE PROJECT, LOCATED BETWEEN SECOND & FIFTH STREETS AND ‘H’ & ‘K’ STREETS, SUBJECT TO CERTAIN FINDINGS AND CONDITIONS. FILED BY THE CITY OF OXNARD, GENERAL SERVICES DEPARTMENT, 300 WEST THIRD STREET, OXNARD CA 93030.

WHEREAS, the Planning Commission of the City of Oxnard has considered an application for Planning & Zoning Permit No. 10-500-13, filed by the City of Oxnard, General Services Department, in accordance with Sections 16-530 through 16-553 of the Oxnard City Code; and

WHEREAS, on June 21, 2012, the Planning Commission conducted a public hearing and received evidence in favor of and opposed to the application for a special use permit to redevelop the former high school campus into a new community park; and

WHEREAS, in accordance with the California Environmental Quality Act, the Planning Commission considered the project Initial Study and supplemental analysis, together with any comments received during the public hearing process, finds on the basis of the whole record before it that with the imposition of mitigation measures as conditions of approval, there is no substantial evidence that the project will have a significant effect on the environment, further finds that the Initial Study reflects the independent judgment of the City, and adopts the Mitigated Negative Declaration and Mitigation Monitoring/Reporting Program; and

WHEREAS, the Planning Commission has held a public hearing at which it received and considered oral and written testimony on the Initial Study and supplemental analysis to Mitigated Negative Declaration No. 11-01 for the proposed project; and

WHEREAS, Mitigated Negative Declaration No. 11-01 included a Noise Impact Analysis report and a Aircraft Hazard & Land Use Risk Assessment report, both of which provided data demonstrating that the proposed project if approved will not pose unacceptably high risks to the health, safety, and welfare of the residents, workers and visitors that will utilize the proposed park; and

WHEREAS, the comments of the Planning Commissioners, members of the public, and interested groups and agencies have been adequately responded to; and

WHEREAS, the documents and other materials that constitute the record of proceedings upon which the decision to adopt the Mitigated Negative Declaration is based are located in the Planning Division of the City of Oxnard, and the custodian of the record is the Planning Manager; and

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

WHEREAS, said special use permit was referred to the Oxnard Airport Authority, Ventura County Airport Land Use Commission, California Division of Aeronautics, and Federal Aviation Administration for recommendations; and

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

1. The proposed use is in conformance with the General Plan and other adopted policies of the City of Oxnard.
2. The proposed use will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.
3. The site for the proposed use is adequate in size and shape to accommodate the setbacks, parking, landscaping, and other City standards except as may be specifically excepted by the special findings and conditions of this resolution.
4. The site for the proposed use will be served by streets and highways adequate in width and structure to carry the kind and quantity of traffic such use will generate.
5. The site for the proposed use will be provided with adequate sewerage, water, fire protection and storm drainage facilities.
6. The proposed use will not pose unacceptably high risks to the health, safety, and welfare of the residents, workers, and visitors that will utilize the community park.

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

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

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

Note: The abbreviations below identify the City department or division responsible for determining compliance with these standard conditions. The first department or division listed has responsibility for compliance at plan check, the second during inspection and the third at final inspection, prior to issuance of a certificate of occupancy, or at a later date, as specified in the condition. If more than one department or division is listed, the first will check the plans or inspect the project before the second confirms compliance with the condition. The italicized code at the end of each condition provides internal information on the source of each condition: Some are standard permit conditions (e.g. *G-1*) while some are taken from environmental documents (e.g. *MND A-2*).

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning Division
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic Division
PD	Police Department	B	Building Plan Checker
SC	Source Control	FD	Fire Department
PK	Public Works, Landscape Design	CE	Code Compliance

GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning Division, and may not be transferred from one property to another. (PL, *G-1*).
2. This permit is granted for the plans dated May 18, 2012 (“the plans”) on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the Planning and Environmental Services Manager (“Planning Manager”) or a major modification to the plans is approved by the Planning Commission. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major modification shall be required for substantial changes or increases in such items. (PL, *G-2*)
3. This permit shall automatically become null and void 36 months from the date of its issuance, unless Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements. (PL, *G-3*)
4. By commencing any activity related to the project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, *G-5*)

5. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process. Developer's commencement of construction or operations pursuant to the resolution shall be deemed to be an acceptance of all conditions thereof. (CA, G-6)
6. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, G-8)
7. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, G-11)
8. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, G-12)
9. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, G-13)

PLANNING DIVISION STANDARD CONDITIONS

10. Any application for a minor modification to the project shall be accompanied by four copies of plans reflecting the requested modification, together with applicable processing fees. (PL, PL-2)

PLANNING DIVISION SPECIAL CONDITIONS

11. For any exterior utility meter panels, Developer shall paint such panels to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g. landscaping or other building elements) from public right-of-ways, to the maximum extent feasible. (PL, PL-43)
12. Prior to issuance of any building permits subject to review/approval by the Federal Aviation Administration (FAA), the developer shall file FAA Form 7460-1, "Notice of Proposed Construction or Alteration" for each structure that is subject to 14 CFR Part 77 regulations, and shall provide a copy of the approval letter to the Planning Division prior to building permit approval. (PL)
13. Developer shall install and maintain a red light(s) on the roof of the existing gymnasium in accordance with FAA Advisory Circular '70/7460-1 K Change 2' per the FAA's recommendation. (PL)

14. Developer shall install and maintain a red light(s) on each high-intensity light pole in accordance with FAA Advisory Circular '70/7460-1 K Change 2' per the FAA's recommendation. (PL)
15. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing. (PL)
16. Developer shall maintain the height of the roof on the existing gymnasium, and any alterations or additions to the gymnasium structure itself, not to exceed 39 feet above ground level (88 feet above mean sea level) per the FAA's requirement (FAA Aeronautical Study No. 2011-AWP-336-OE). (PL)
17. Developer shall install the proposed courtyard roof (to be attached to the existing gymnasium) with maximum height not to exceed 25 feet above ground level, and shall comply with the maximum height limit per FAA Aeronautical Study No. 2011-AWP-335-OE. (PL)
18. Developer shall revise the landscape plan to provide a palette with new trees having maximum height at maturity that shall not exceed 80% of the FAA Approach Slope Part 77 Surface (see Figure 4 in the Aircraft Hazard & Land Use Risk Assessment report). The maximum allowable structure height adjacent to K Street was calculated to be 29.7 feet above ground level; therefore, the maximum allowable height at maturity for new trees west of the soccer fields shall not exceed 23'9". The maximum allowable structure height adjacent to H Street was calculated to be 49.2 feet above ground level; therefore, the maximum allowable height at maturity for new trees adjacent to H Street shall not exceed 39'4". (PL, PK)
19. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach towards landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landscaping utilizing water features, aquaculture, artificial marshes, and wastewater management facilities.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. (PL)
20. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport

operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

21. Developer shall revise the site plan to comply with City Code §16-623, and install 12 bicycle parking racks and/or nodes on the project site. Five bicycle racks/nodes are shown on the proposed site plan, and shall remain placed as indicated. A minimum of seven additional bike racks shall be installed in the vicinity of the soccer fields in the northeast quadrant of the site, to be placed according to the direction of the Planning Manager or designee. The additional bike racks/nodes shall be shown on the construction drawings prior to issuance of a building/engineering permit. (PL)
22. Developer shall revise the site plan to comply with City Code §16-624, and install nine motorcycle parking spaces on the project site. The revised motorcycle parking spaces shall be shown on the construction drawings prior to issuance of a building/engineering permit. (PL)
23. Developer shall revise the site plan to comply with handicap parking requirements contained in Title 24 of the California Building Code, and install a minimum of nine and maximum of 18 handicap parking spaces on the project site. The revised handicap parking spaces shall be shown on the construction drawings prior to issuance of a building/engineering permit. (PL)
24. Developer shall post a sign at each point of pedestrian entrance into the park that states, "It shall be a misdemeanor for any person to release or fly, or cause to be released or flown, any moored balloon, kite, unmanned rocket, or unmanned free balloon which might be ingested by an aircraft engine or might cause a pilot's view of the airport and zone approach to be obstructed, or which could be used to suspend an object capable of endangering airborne aircraft or impairing a pilot's vision (California Public Utilities Code §21646)". (PL)
25. The pathway and landscaping easterly of the proposed synthetic football field, and westerly of the proposed dog park, shall be redesigned and/or revised to provide for defensible space. Defensible space through environmental design includes sufficient security lighting, appropriate low-level landscaping, adequate visibility, natural surveillance, and multiple means of egress in the event of an emergency. (PL)
26. Developer shall arrange for materials collection during construction, demolition, and occupancy with the City's Environmental Resources Division or Developer shall arrange for self-hauling to an authorized facility.

Aesthetics

27. All park lighting shall be designed so as not to interfere with pilot's vision when on approach to or departure from the Oxnard Airport. (PL, *MND A-1*)
28. Each luminaire assembly on each 25-foot and 40-foot high-intensity light pole shall be fitted with a permanent shaped canopy installed by the manufacturer in order to contain significant glare to within the physical boundaries of the project site. (PL, *MND A-2*)

29. Each high-intensity luminaire assembly will be installed on the light poles to be oriented downward and contain significant glare and illumination within the project boundaries. (PL, *MND A-3*)
30. When the activity areas with high-intensity lights are not in use (e.g. basketball court, skate park, synthetic football/soccer field and track) the high-intensity lights shall be turned off. (PL, *MND A-4*)
31. The surface of the skate park shall be an integral-colored concrete (e.g. blue, beige, tan, or other approved earth-tone color). The surface of the basketball courts shall be a dark color, such as integral-colored concrete or painted sport coating (e.g. flat or matte in blue, beige, tan, or other approved earth-tone color). (PL, *MND A-5*)

Air Quality

32. The developer shall ensure that all construction equipment is maintained and tuned to meet applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission requirements. At such times as new emission control devices or operational modifications are found to be effective, Developer shall immediately implement such devices or operational modifications on all construction equipment. (PL, *MND C-1*)
33. At all times during construction, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust. (PL, *MND C-2*)
34. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall penetrate sufficiently to minimize fugitive dust during grading activities. (PL, *MND C-3*)
35. During construction, Developer shall control dust by the following activities:
 - a. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
 - b. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to: periodic watering; application of environmentally-safe soil stabilization materials; and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (PL, *MND C-4*)
36. During construction, Developer shall post and maintain on-site signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less. (PL, *MND C-5*)

37. During periods of high winds (i.e. hourly average wind speeds exceeding 30 mph), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either on-site or off-site. (PL, *MND C-6*)
38. Throughout construction, Developer shall sweep adjacent streets and roads at least once per day, preferably at the end of the day, so that any visible soil material and debris from the construction site is removed from the adjacent roadways. (PL, *MND C-7*)
39. All project construction and site preparation operations shall be conducted in compliance with all applicable Ventura County APCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive dust), and Rule 10 (Permits Required). (PL, *MND C-8*)

Biological Resources

40. Prior to issuance of any building, grading, or engineering permits, or any construction activities or site disturbance, the developer shall retain a qualified consultant to conduct a biological resources survey and submit a report to the Planning Division. The biological resources consultant shall coordinate with the Planning Division and the Department of Fish & Game to determine concurrence with the scope of work, findings and recommendations. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (February 1 – September 1) to avoid take, including disturbances which would cause abandonment of active nests containing eggs and/or young. If project activities cannot avoid the breeding bird season, nest surveys shall be conducted and active nests shall be avoided and provided with a minimum buffer as determined by the biological monitor (the Department of Fish & Game recommends a minimum 500-foot buffer for all active raptor nests). Impact evaluation shall also include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. The developer shall be required to submit a report documenting the findings of the site survey to the Planning Division for review and approval. The site survey shall be conducted within 30 days of the beginning of any grubbing/grading activity. California Fish and Game Code sections 3503, 3503.5 and 3513 prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the Federal Migratory Bird Treaty Act of 1918 (50 CFR Section 10.13). (PL)

Cultural Resources

41. Developer shall contract with a qualified archaeologist to conduct a Phase I cultural resources survey of the site prior to issuance of any grading permits. The survey shall include: an archaeological and historical records search through the California Historical Resources Information System at CalState Fullerton; and 2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to initiation of the Phase I activities.

The contract shall include provisions in case any cultural resources are discovered onsite. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or its successor in interest shall be responsible for paying all salaries, fees and the cost of any future mitigation resulting from the survey. (PL, MND E-1)

42. Developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing the activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permits. (PL, MND E-2)

Hazards & Hazardous Materials

43. The City of Oxnard shall grant to the County of Ventura an aviation easement over the parcel for the Oxnard Airport, and the document shall include elements of the Federal Aviation Administration's Model Aviation Easement. (PL, MND G-1, MND I-1)
44. Prior to issuance of building permits, the applicant shall obtain for each structure a letter of Determination of No Hazard to Air Navigation from the Federal Aviation Administration's Obstruction Evaluation Division. (PL, MND G-2, MND I-2)
45. Prior to final sign-off of building permits, the applicant shall file Form 7460-2 (Notice of Actual Construction or Alteration) with the Federal Aviation Administration's Obstruction Evaluation Division within five days after the construction reaches its greatest height. (PL, MND G-3)
46. If aviation marking and/or lighting are accomplished on a voluntary basis, it shall be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 K Change 2. (PL, MND G-4)

Land Use & Planning

47. Height of light poles shall not exceed the overall height limits that may be permitted as determined by the FAA's letters of Determination of No Hazard to Air Navigation. (PL, MND I-3)
48. The Parks Department shall be responsible for closing Campus Park in accordance with City Code §7-136, including overnight hours to 7:00 a.m., and shall close and lock gates to the parking lots to prohibit public access until 7:00 a.m. (PL, MND I-4)

Noise

49. The seating area along the north side of the baseball field near Second Street shall be constructed with concrete and built into a mounded grass berm. (PL, *MND K-1*)
50. The back of bleacher seats south of the football field shall be filled with materials that have a minimum density of 3.5 pounds per square-foot, such as ¾-inch plywood, 1/4-inch Plexiglass, or masonry. (PL, *MND K-2*)
51. The construction contractor(s) shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site. (PL, *MND K-3*)
52. The construction contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors (i.e. residences) nearest the project site during all project construction. (PL, *MND K-4*)
53. The dog park shall be designed in accordance with the recommendations of the supplemental analysis dated May 14, 2012, to the original Noise Impact Analysis. The dog park location at the southeast corner of the project site shall include an additional ten-foot wide buffer from the perimeter boundary (10 feet measured from the dog park perimeter boundary as shown on the plan dated May 18, 2012) to provide for sound attenuation and noise mitigation. The minimum 10-foot wide buffer shall be designed to present a streetscape with landscaping (e.g. hedge type, groundcover, and/or low berm) and may include a walking path if sufficient space is available. A solid barrier, such as a low landscape berm or low retaining wall with berming on the exterior side, may be included within the dog park area for additional sound attenuation if necessary. (PL)

Transportation & Traffic

54. The project proponent shall comply with the improvements and design standards as required by Traffic Engineering, to be determined by the City Traffic Engineer, to include but not limited to the following: grind and overlay the full width and length of streets as may be necessary; traffic calming features on H Street at Third and Fourth Streets; re-striping of traffic lanes on Fifth Street, Second Street, H Street, and K Street; new turn lanes; relocate traffic signal poles, adjust intersection striping, and modify existing signal equipment as may be necessary; new bikes lanes on Fifth Street, Second Street, H Street, and K Street; new street signs and appurtenant traffic control devices; new sidewalks and ADA-compliant ramps; new street lights; new driveways, curbs/gutters, and sidewalks where required; on-street parking where designated; and other usual and ordinary Public Works improvements as may be necessary for this type of development. (PL, *MND O-1*)

LANDSCAPE STANDARD CONDITIONS

55. Before submitting landscape and irrigation plans, Developer shall obtain approval of the Parks and Facilities Superintendent or designee (“Superintendent”) of a plan showing on the project property all existing trees and identifying the trees to be saved, transplanted or removed. (PK, *PK-1*)
56. Before the City issues building permits or the proposed use is initiated, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, *PK-2*)
57. Before the City issues a certificate of occupancy, Developer shall install landscape and automatic irrigation systems that have been approved by Parks and Facilities Superintendent. (PK, *PK-3*)
58. Developer shall maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of Developer to do so will result in the revocation of this permit and initiation of legal proceedings against Developer. (PK, *PK-4*)
59. Before the City issues a certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to the Parks and Facilities Superintendent. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, *PK-5*)
60. All trees planted or placed on the project property by Developer shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit. (PK, *PK-6*)
61. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, *PK-22*)

LANDSCAPE SPECIAL CONDITIONS

62. Landscape Architect or Architect shall provide the City with written confirmation that they have reviewed the civil engineering construction drawings and that the NPDES requirements are not in conflict with meeting the City’s landscape requirements. (PK)
63. All landscaping and irrigation shall comply with Ordinance No. 2822, which adopted the City of Oxnard Landscape Water Conservation Standards. (PK)
64. An Arborist’s Tree Report is required for the health and economic appraisal value of any additional existing trees to be removed or displaced from the site due to construction. The Arborist’s Tree Report shall be prepared by a certified arborist and shall follow the format as outlined in Valuation of Landscape Trees, Shrubs, and Other Plants: A Guide to the Methods and Procedures for Appraising Amenity Plants, latest edition as published by the International Society of Arboriculture. The Tree Report shall include text, photos and a site plan that clearly labels all trees to be saved, removed or transplanted. The methodology for the tree appraisal

value shall be based on the “Trunk Formula” method. The economic appraisal value of the trees removed shall be put back into new tree sizes for the project and shall be in addition to meeting the City’s minimum tree size of 24” box. The Arborist’s Tree Report is required at time of first plan check submittal. (PK)

65. At the time of plan check submittal, the landscape plans shall contain an exhibit titled “Tree Tabulation Chart”. The “Tree Tabulation Chart” shall contain a listing of all existing trees on the site and shall refer to them by number as identified in the Arborist’s Tree Report. The “Tree Tabulation Chart” shall clearly list all trees which are to remain, be removed or be transplanted. The chart shall contain the arborist’s economic appraisal value of all trees to be removed as well as a computation showing how the removed tree value was put back into new tree sizes for the project. The new tree sizes for the project shall be in addition to meeting the City’s minimum tree size of 24” box. (PK)
66. At time of plan check submittal the landscape plans shall demonstrate how the existing trees near H Street and 5th Street are to be preserved and protected from compaction and grading issues with protective fencing or other protective methodologies. (PK)
67. At time of plan check submittal the appropriate Sections on Sheet C-2 shall be designed to accommodate both bio-swales and required landscaping. (PK)
68. Diamond shape tree planters in the parking lot need to have a dimension of 6’x 6’ clear. (PK)
69. All parking areas adjacent to roadways shall have a dense, continuous 36” high visual screen provided at time of planting. (PK)
70. Selection of Street tree species shall be designated by City Landscape Architect in consultation with the City’s Street Tree Supervisor. (PK)
71. A minimum tree size of 36” box is required of all trees for the project as the mitigation for the previously removed existing trees from the site. The 36” box size requirement is to include the parking lot trees as well. (PK)

FIRE DEPARTMENT STANDARD CONDITIONS

72. Developer shall construct all vehicle access driveways on the project property to be at least 26 feet wide. Developer shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. Developer shall mark all designated fire lanes in accordance with the California Vehicle Code. (FD/B, F-1)
73. All roof covering materials on the project property shall be of non-combustible or fire retardant materials approved by the Fire Chief and in compliance with the City Code. (FD, F-2)
74. Before the City issues building permits, Developer shall obtain the Fire Chief’s approval of a plan to ensure fire equipment access and the availability of water for fire combat operations to

all areas of the project property. The Fire Chief shall determine whether or not the plan provides adequate fire protection. (FD/DS, *F-3*)

75. At Developer's expense, Developer shall obtain two certified fire flow tests for the project property. The first test shall be completed before City approval of building plans and the second shall be completed after construction and prior to the issuance of a certificate of occupancy. The tests must be certified by a mechanical, civil, or fire protection engineer. Developer shall obtain permits for the tests from the Engineering Division. Developer shall send the results of the tests to the Fire Chief and the City Engineer. (FD/DS, *F-4*)
76. All structures on the project property shall conform to the minimum standards prescribed in Title 19 of the California Code of Regulations. (FD, *F-5*)
77. The project shall meet the minimum requirements of the "Fire Protection Planning Guide" published by the Fire Department. (FD, *F-6*)
78. At all times during construction, Developer shall maintain paved surfaces capable of handling loads of 46,000 pounds which will provide access for fire fighting apparatus to all parts of the project property. (FD/DS, *F-7*)
79. Developer shall identify all hydrants and fire protection equipment on the project property as required by the Fire Chief. (FD, *F-8*)
80. Developer shall provide central station monitoring of the fire sprinkler system and all control valves. (FD, *F-10*)
81. The turning radius of all project property driveways and turnaround areas used for emergency access shall be approved by the City Traffic Engineering Department. (FD, *F-11*)
82. Developer shall provide automatic fire sprinklers as required by the City Code and shall contact the Fire Chief to ascertain the location of all connections. (FD, *F-12*)
83. Developer shall comply with Certified Unified Program Agency (CUPA) requirements regarding the storage, handling and generation of hazardous materials or waste. Prior to the issuance of building permits, Developer shall contact the CUPA division of the Fire Department to ensure that such requirements are followed. (FD, *F-16*)

FIRE DEPARTMENT SPECIAL CONDITIONS

84. Fire Department Connections servicing fire sprinkler systems shall be located within 50 feet of the nearest fire hydrant and adjacent to a fire department access road. Locations of Fire Department Connections shall be included on engineering/site improvement plans, and shall be approved by the Fire Marshal prior to approval and issuance of a site improvement permit. (FD)

85. Developer shall provide 15-foot wide access gates to soccer/baseball fields for emergency vehicle access over turf block driveways from Second Street and H Street. Locations of access gates shall be included on the architectural site plan and engineering plan prior to approval and issuance of a site improvement permit. (FD)
86. Developer shall provide a 20-foot wide continuous fire/emergency vehicle access road directly adjacent to the concessions and restroom buildings. Location of the access road shall be included on the engineering/site improvement plan prior to approval and issuance of a site improvement permit. (FD)

DEVELOPMENT SERVICES STANDARD CONDITIONS

87. Developer shall pay plan check and processing fees in effect at the time of construction plan submittal and shall pay development fees, encroachment permit fees, and other applicable fees in effect at the time the City issues building permits. (DS-1)
88. Developer's Engineer shall design parking lot structural sections based on an analysis of the soils R-value and a traffic index (T.I.) approved by the City Engineer. The minimum structural section for parking lots is two inches of asphalt on four inches of base material. Developer shall show the proposed structural section on the site improvement plans. (DS-2)
89. Developer shall have the site improvement plans prepared on standard Development Services Division mylars by a civil engineer licensed in the State of California. The plans shall incorporate recommendations from soil engineering and geology reports. Prior to issuance of a grading permit, improvement plans must be approved by the City Engineer and the original ink-on-mylar plans filed with the Development Services Division. (DS-3)
90. Developer shall submit improvement plans and drainage calculations that demonstrate that storm drainage from the project property and all upstream areas will be safely conveyed to an approved drainage facility. The design and conveyance route shall be compatible with the City's Master Plan of Drainage and shall be approved by the City Engineer prior to approval of improvement plans. (DS-4)
91. Developer shall protect building pads from inundation during a 100-year storm. (DS-5)
92. Developer shall remove and replace all improvements that are damaged during construction. (DS-6)
93. Before connecting the project to existing sewer and water service laterals, Developer shall arrange for City staff to inspect such facilities. Developer shall make such repairs to such facilities as City staff determines to be necessary. Developer shall bring all existing water services into compliance with City standards. (DS-7)
94. Each structure shall be served by separate sewer and water services. There shall be no interconnections between structures. (DS-8)

95. Curb cut widths and design shall conform to City ordinances, standards, and policies in effect at the time City issues an encroachment permit. (DS-9)
96. If the existing sewer lateral is larger than four inches in diameter, Developer's site improvement plans shall include an on-site sewer plan. (DS-10)
97. Where a separate loop or terminal line is required for water mains, fire hydrants or fire sprinkler systems, Developer's site improvement plans shall include an on-site water plan. (DS-11)
98. Developer shall install on-site and off-site utility services underground in accordance with City ordinances in effect at the time City issues the building permit. Services shall be installed underground to the nearest suitable riser pole as determined by the appropriate utility service provider. (DS-12)
99. A civil engineer licensed in the State of California shall prepare the public improvement plans and documents for this project in accordance with City standards and shall submit all such plans to the City Engineer. Such plans and documents shall include, but not be limited to, grading, street, drainage, sewer, water and other appurtenant improvement plans; a master utility plan showing the layout and location of all on-site and off-site utility improvements that serve the project; construction cost estimates, soils reports, and all pertinent engineering design calculations. City will not accept an application for the final map or parcel map for the project or issue a grading, site improvement or building permit until the City Engineer has approved all improvement plans. (DS-15)
100. Prior to issuance of a site improvement permit, Developer shall provide to the Development Services Division a compact Disc (CD) containing digital copies of the final subdivision map, address map, and civil improvements drawings in DWG format. Prior to improvement bond release, Developer shall provide an updated CD containing all changes that occur during construction. (DS-16)
101. Developer shall process permanent master planned improvements that are eligible for reimbursement in accordance with City policies, resolutions, and ordinances in effect at the time of recordation of the final map or parcel map or if there is no such map, then at the time of public improvement plan approval. (DS-17)
102. Developer shall remove graffiti from the project, including graffiti on offsite public infrastructure under construction by Developer, within 24 hours of its appearance. If Developer fails to remove graffiti in accordance with this condition, the City may at the discretion of the Development Services Manager issue a stop work order until such time as the graffiti is removed. (DS-20)
103. The conditions of this resolution shall prevail over all omissions, conflicting notations, specifications, dimensions, typical sections, and the like, that may or may not be shown on the improvement plans. (DS-21)

104. Developer shall pay the cost of all inspections of on-site and off-site improvements. (DS-22)
105. Prior to beginning construction, Developer shall designate in writing an authorized agent who shall have complete authority to represent and to act for Developer. The authorized agent shall be present at the work site whenever work is in progress. Developer or the authorized agent shall make arrangements acceptable to City for any emergency work. When City gives orders to the authorized agent to do work required for the convenience and safety of the general public because of inclement weather or any other cause, and the orders are not immediately acted upon by the authorized agent, City may do or have such work done by others at Developer's expense. (DS-24)
106. "Standard Specifications for Public Works Construction," latest edition, and any modifications thereto by City, and City of Oxnard Standard Land Development Specifications and all applicable City Standard Plans, shall be the project specifications, except as noted otherwise on the approved improvement plans. City reserves the right to upgrade, add to, or revise these specifications and plans and all other City ordinances, policies, and standards. If the improvements required of this project are not completed within 12 months from the date of City's approval of the improvement plans, Developer shall comply with and conform to any and all upgraded, additional or revised specifications, plans, ordinances, policies and standards. (DS-27)
107. Developer shall retain a Civil Engineer licensed in the State of California to ensure that the construction work conforms to the approved improvement plans and specifications and to provide certified "as-built" plans after project completion. Developer's submittal of the certified "as-built" plans is a condition of City's final acceptance of the project. (DS-29)
108. All grading shall conform to City's grading ordinance and any recommendations of Developer's soils engineer that have been approved by the City Engineer. Developer shall conform to all applicable notes specified on the site improvement/grading plan cover sheet and grading permit. (DS-30)
109. In order to mitigate any potential flooding or erosion affecting adjacent properties and public rights-of-way, Developer shall construct required drainage facilities concurrently with the rough grading operations, or with prior approval of the City Engineer, provide interim drainage improvements on a temporary basis. (DS-31)
110. Storm drain, sewer and water facilities shall conform to applicable City Master Plans. Developer shall prepare plans for these facilities in accordance with City's engineering design criteria in effect at the time of improvement plan submittal. Developer shall submit plans with pertinent engineering analyses and design calculations for review and approval by the City Engineer prior to issuance of a site improvement permit. (DS-34)
111. Prior to issuance of a site improvement permit, Developer shall provide to the City Engineer easements or written consents from all affected landowners for any diversion of historical flows or change in drainage conditions caused by the project, as evidence that such landowners accept any additional water flowing over their property. (DS-36)

112. Developer shall dispose of sewage and solid waste from the project by City's wastewater and solid waste systems in a manner approved by the City Engineer. (DS-38)
113. Developer shall install water mains, fire hydrants and water services in conformance with City Standard Plans and specifications as directed by the City Engineer. (DS-41)
114. Prior to issuance of building permits, Developer shall present to the City Engineer a "Proof of Payment - Authorization for Building Permits" form issued by the Calleguas Municipal Water District. (DS-44)
115. Developer shall install City approved backflow prevention devices for water connections if so ordered by the City Engineer. (DS-45)
116. Prior to designing the water system for the project, Developer shall have a certified fire flow test performed to determine existing water pressure and flow characteristics. The water system shall be designed to allow for a 10 psi drop in the static water pressure measured during the fire flow test. After construction and before City issues a certificate of occupancy, the City Engineer may require a second test. Before performing the tests, Developer shall obtain permits from the City Engineer. Developer shall have all tests certified by a mechanical, civil, or fire protection engineer and provide written results of all tests to the City Engineer. (DS-47)
117. Street and road improvements shall conform to City standards and policies. Improvements shall include upgrading of existing pavement along the project frontage to City standards by removing and replacing or overlaying, as directed by the City Engineer. (DS-51)
118. Developer shall submit a landscape irrigation plan prepared by a licensed professional, showing proper water meter size, backflow prevention devices, and cross-connection control. (DS-59)
119. Developer shall be responsible for and bear the cost of replacement of all existing survey monumentation (e.g., property corners) disturbed or destroyed during construction, and shall file appropriate records with the Ventura County Surveyor's Office. (DS-64)
120. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)
121. Developer shall install bike racks in accordance with City standards at locations approved by City Traffic Engineer. (TR-73)
122. Prior to issuance of a building permit, all traffic signal, pavement marking and sign plans shall be prepared by a registered California traffic engineer and approved by the City Engineer prior to issuance of a grading, site improvement or a building permit. (TR-74)

123. Developer shall design parking lot and other drive areas to minimize degradation of stormwater quality. Using Best Management Practices (BMPs), such as oil and water separators, sand filters, landscaped areas for infiltration, basins or approved equals, Developer shall intercept and effectively prevent pollutants from discharging to the storm drain system. The stormwater quality system design shall be approved by the City Engineer prior to the issuance of a site improvement permit. (DS-81)
124. Using forms provided by the Development Services Division, Developer shall submit a stormwater quality control measures maintenance program ("the Program") for this project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, Developer shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all BMPs included in the project design. Upon request by City, property owner shall provide written proof of ongoing BMP maintenance operations. No grading or building permit shall be issued until the Development Services Manager approves the Program and Developer provides an executed copy for recordation. (DS-82)
125. Developer shall clean on-site storm drains at least twice a year; once immediately before the first of October (the beginning of the rainy season) and once in January. The City Engineer may require additional cleaning. (DS-83)
126. Developer shall maintain parking lots free of litter and debris. Developer shall sweep sidewalks, drive aisles, and parking lots regularly to prevent the accumulation of litter and debris. When swept or cleaned, debris must be trapped and collected to prevent entry into the storm drain system. Developer may not discharge any cleaning agent into the storm drain system. (DS-84)
127. Prior to issuance of a certificate of occupancy, on-site storm drain inlets shall be labeled "Don't Dump - Drains to Ocean" in accordance with City standards. Before City issues a site improvement permit, the requirement to label storm drain inlets shall be shown on the civil engineering plans. (DS-85)
128. Prior to issuance of a grading permit or commencement of any clearing, grading or excavation, Developer shall provide the City Engineer with a copy of a letter from the California State Water Resources Control Board, Storm Water Permit Unit assigning a permit identification number to the Notice of Intent (NOI) submitted by Developer in accordance with the NPDES Construction General Permit. Developer shall comply with all additional requirements of the General Permit, including preparation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall identify potential pollutant sources that may affect the quality of discharges to stormwater and shall include the design and placement of recommended Best Management Practices (BMPs) to effectively prohibit pollutants from the construction site entering the storm drain system. Developer shall keep the SWPPP updated to reflect current site conditions at all times and shall keep a copy of the SWPPP and the NOI on the site and make them available for City or designated representative to review upon request. (DS-86)

DEVELOPMENT SERVICES SPECIAL CONDITIONS

129. Developer shall construct a minimum 7-foot wide sidewalk at all locations where the sidewalk is constructed adjacent to the front of parking spaces. (DS)
130. Developer shall construct interior onsite sidewalks to meet or exceed minimum widths required by California Building Code (CBC) for similar situations. Final widths to be approved by the Development Services Manager. (DS)
131. Developer shall construct proposed walkways that cross vehicular drive aisles of colored enhanced concrete. The concrete color shall contrast with the parking lot asphalt to clearly identify pedestrian areas. (DS)
132. Developer shall replace all broken, uplifted, or missing sidewalk along the project's street frontages. Required repairs shall be shown on the grading/site improvement plan. (DS)
133. Developer shall construct a concrete apron along the length of the trash enclosure opening that extends a minimum of 15 feet from the face of the enclosure. (DS)
134. Developer shall place existing overhead utility lines on and adjacent to the project underground in accordance with City ordinance. Before issuance of a grading/site improvement permit, Developer's plans shall prominently include a note indicating the requirement to comply with the ordinance. (DS)
135. Developer shall relocate portions of the onsite fire hydrant line to maximize the length of pipeline placed within asphalt pavement areas. Final alignment to be approved by the Development Services Manager. (DS)
136. Developer shall construct double-bin trash enclosures (one bin for recycle use) with a solid non-combustible roof (8-foot minimum clearance) that prevents stormwater from entering the refuse bins. Enclosures serving food preparation facilities shall include a traffic rated drain (or other approved drain) within the trash enclosure to catch all wash water. This drain shall connect to the sanitary sewer system via a grease interceptor. Developer shall construct all other components of the trash enclosure in accordance with the approved City Standard Plan on file with the Development Services Division. Developer shall finish the trash enclosure to match the major design elements of the main structure. The finish and roof appearance shall be indicated on the building plans and are subject to approval by the Planning Division. The location and configuration of trash enclosures shall be reviewed and approved by the Environmental Resources Division. All refuse bins on the site shall be stored in an approved trash enclosure. No objects other than refuse bins may be stored in the trash enclosure without the written permission of the Environmental Resources Division. (DS)
137. Developer shall provide storage for the number of refuse and recycle bins determined necessary by the Refuse Division. Developer shall consult with Refuse Division prior to approval of the grading/site improvement plans. (DS)

138. Developer shall construct/reconstruct a minimum 7-foot wide sidewalk adjacent to the curb along the Second Street and H Street frontages of the project. (DS)
139. Developer shall remove (and replace with curb/gutter/sidewalk) all existing curb cuts along the project street frontages that will not be used by the project. (DS)
140. Developer shall construct curb extensions at the H Street/Third Street and H Street/Fourth Street intersections in substantial conformance with the improvements indicated on Sheet SS-1 of Developer's submittal package. (DS)
141. This project may comply with the performance criteria set forth in the *2002 Technical Guidance Manual for Stormwater Quality Control Measures* ("2002 TGM") based on the Effective Date provision of Regional Board Order R4-2010-0108 and the associated 2011 TGM. Developer shall comply with all National Pollutant Discharge Elimination System (NPDES) permit Best Management Practice (BMP) requirements of the Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP). (DS)
142. Developer shall redesign the proposed Stormwater Quality Treatment Measures for the project to minimize the use of non-infiltration based proprietary devices. Such proprietary devices are only eligible for use in locations where standard treatment control measures from the TGM have been rejected as infeasible. (DS)
143. Developer shall design grass swale filters in accordance with the Technical Guidance Manual for Stormwater Quality Control Measures. Design calculations shall be included in the project drainage report. (DS)
144. Developer's engineer shall provide City with written confirmation that they have reviewed the landscape construction drawings within the NPDES grass swale filter areas and that the proposed landscaping conforms to SQUIMP standards for grass swale filters. (DS)
145. Developer shall provide a 6-inch minimum vertical drop between the flow line of the parking lot concrete gutter and the flow line of the grass swale filter at each location where stormwater enters the filter swale. The transition between gutter flow line and swale flow line shall be constructed similar to a concrete ribbon gutter. (DS)
146. Developer shall install a slotted under-drain below all grass swale filter constructed with a longitudinal slope of less than 1% unless project geotechnical engineer provides evidence that the site percolation rate exceeds 3 inches per hour. Under-drains shall connect to a point of safe discharge as approved by the Development Services Manager. (DS)

TRAFFIC ENGINEERING SPECIAL CONDITIONS

147. Developer shall widen and re-stripe the northerly leg of the H Street/Fifth Street intersection to provide a 7-foot parking lane, a 5-foot bike lane, an 11-foot through lane in the northbound direction, a 10-foot left-turn lane, an 11-foot through lane, a 4-foot bike lane, and an approximately 150-foot long by 12-foot wide dedicated right-turn lane in the southbound

direction. These improvements will require relocation of the existing signal pole at the northeast corner of the intersection. Final design of striping is subject to approval of the City Traffic Engineer. (TR)

148. Developer shall re-stripe H Street between Second Street and Third Street to provide an 8-foot parking lane, 5-foot bike lane, and a 12-foot through lane in each direction. (TR)
149. Developer shall design the reconstruction (sidewalk, curb, gutter, pavement, etc.) of the westerly side of K Street from Second Street to just southerly of the Oxnard Union High School Office to remove the perpendicular parking spaces and replace them with on-street parallel parking. Design shall result in a street section matching the existing K Street cross-section southerly of the Oxnard Union High School Office. Minor alteration to the street section may be approved by the City Traffic Engineer based on field conditions. Construction of improvements required by this condition may be deferred by the Development Services Manager if funding is unavailable. (TR)
150. Developer shall re-stripe K Street between Second Street and Fifth Street to provide an 8-foot parking lane, 5-foot bike lane, and a 12-foot travel lane in each direction. Re-striping shall also include a 10-foot striped median that serves as a two-way left turn lane. (TR)
151. Developer shall re-stripe Second Street between Ventura Road and K Street to provide an 8-foot bike lane and two 12-foot travel lanes in each direction. (TR)
152. Developer shall re-stripe Second Street between K Street and I Street to provide an 8-foot parking lane, 5-foot bike lane, 12-foot through lane in the westbound direction, and an 8-foot bike lane and 12-foot through lane in the eastbound direction. Street section shall also include a 10-foot striped median that serves as a two-way left turn lane with transitions as approved by the City Traffic Engineer. (TR)
153. Developer shall re-stripe Second Street between I Street and H Street to provide an 8-foot parking lane, 5-foot bike lane, and 12-foot through lane in the westbound direction and an 8-foot bike lane and 17-foot through lane in the eastbound direction. (TR)
154. Developer shall sign and stripe the easterly entry to the Second Street parking lot as one-way out only. (TR)
155. Developer shall provide (relocate) two bus stops along the Fifth Street frontage of the project. No pull-out is required at either location. Each location shall include a bus bench, bike rack, and trash container. Bus bench shall be located behind the existing 8-foot wide sidewalk to facilitate pedestrian access. Exact location and design is subject to the review and approval of the City Traffic Engineer. (TR)

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 2nd day of August, 2012, by the following vote:

AYES:

NOES:

ABSENT:

Anthony R. Murguía, Chair

ATTEST: _____
Susan L. Martin, Secretary