

**PLANNING COMMISSION
STAFF REPORT**

TO: Planning Commission

FROM: Juan Martinez, Associate Planner

DATE: August 16, 2012

SUBJECT: RiverPark Parking Management Plan for District A and D (Status Report)
Planning and Zoning Permit Nos. 09-630-03 (RiverPark Specific Plan) and 11-670-01 (Development Agreement)

On June 16, 2011, the Planning Commission voted to recommend that the City Council not approve proposed amendments to the RiverPark Specific Plan (PZ 09-630-03) and Development Agreement (PZ 11-670-01). After the Planning Commission hearing, the applicants held meetings with neighborhood residents who had expressed concerns and re-evaluated the proposed amendments, and decided to scale back the proposed changes to address some of the community concerns. The Planning Commission expressed concerns about the increased number of apartment units and the potential of worsening parking conditions within the community. As a result, the Specific Plan Amendment request considered by the Planning Commission in June of 2011 was amended to reflect fewer additional units (from 3,145 to 3,043) than the original application. The revised application also eliminated the request to increase height and lot coverage and only included an increase to the maximum number of residences within Planning District D by 212, for a total maximum of 3,043 residences within the RiverPark Specific Plan area.

At the City Council hearing on June 5, 2012, the Council supported the amended Specific Plan Amendment proposal and the Development Agreement. However, City Council directed the developer return to Planning Commission with a detailed and comprehensive parking study that evaluates existing parking issues and addresses potential parking issues for new development projects within District D. In collaboration with the City, RiverPark developers and property managers, Richard Willson, Ph.D FAICP, prepared a Parking Management Plan addressing parking issues affecting Districts A and D where rental apartment units are concentrated (See Attachment A). The Parking Management Plan (See Attachment B) provides comparison information with project-specific parking availability and parking management procedures to maintain effective parking measures.

At City Council's direction, the Planning Commission is requested to consider a status report on the RiverPark Parking Management Plan. On June 5, 2012, the City Council adopted

Ordinances Nos. 2855 and 2856 approving proposed amendments to the RiverPark Specific Plan and Development Agreement.

Attachments:

- A. Land Use Plan (Exhibit 2.B)
- B. Parking Management Plan-Status Report (July 2012)

Prepared by: _____ JM
Approved by: _____ SM

Attachment

A. Land Use Plan (Exhibit 2.B)

RIVERPARK LAND USE PLAN:
 PERMITTED USES
 Land Use Plan Date: July 26, 2011

Legend

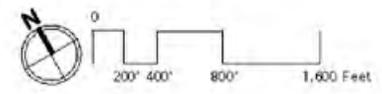
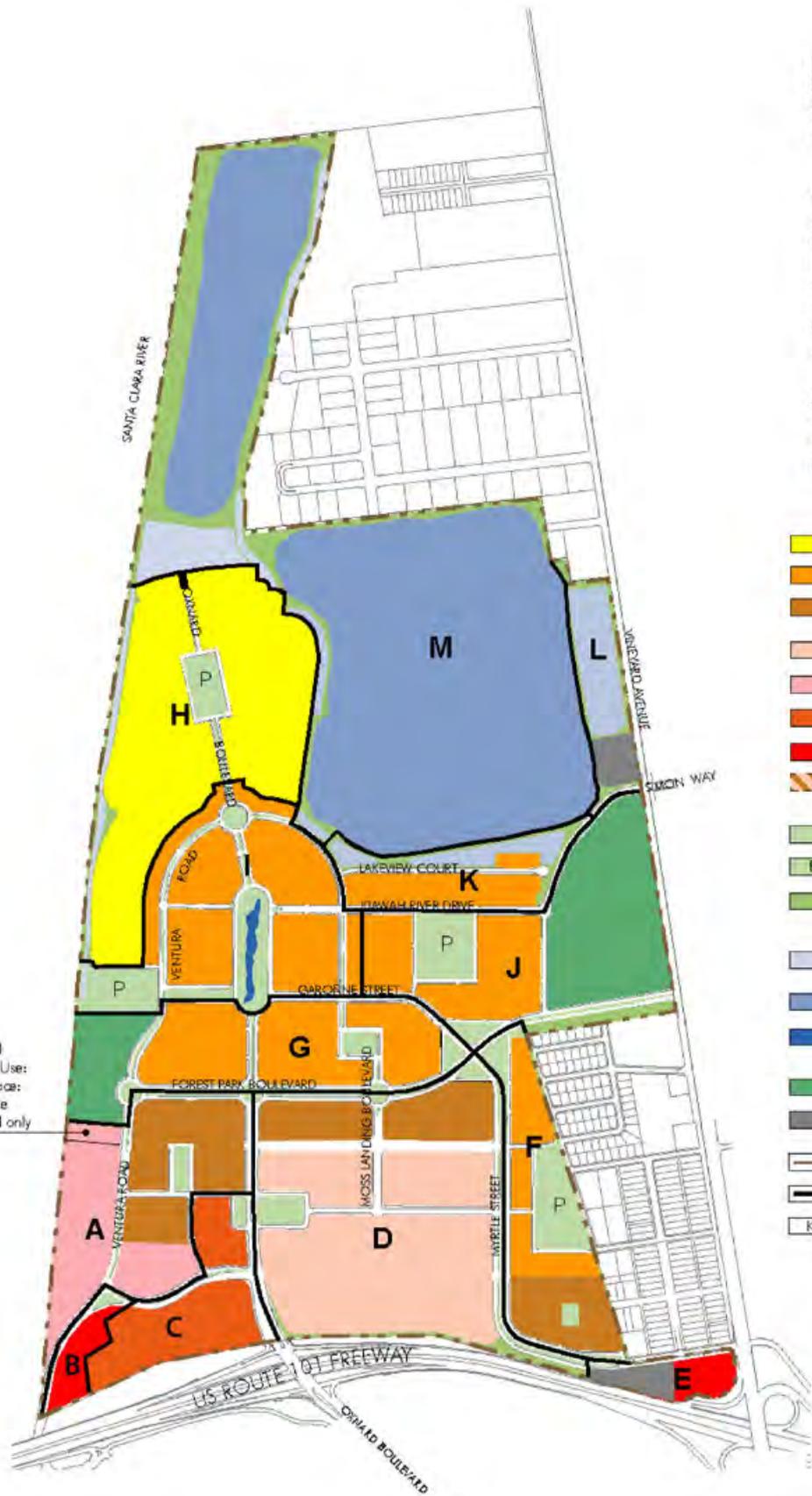
Planning Districts

- A Mixed Use/Office District
- B West Peripheral Commercial District
- C West Corridor Commercial District
- D Town Square Commercial District
- E East Peripheral Commercial District
- F Vineyards Neighborhood District
- G Village Square Neighborhood District
- H RiverPark Crescent Neighborhood District
- J RiverPark Loop Neighborhood District
- K RiverPark Mews Neighborhood District
- L Lakeside Neighborhood District
- M Public Facility District
- M Water Storage/Recharge Basins & Storm Water Control District

Land Use

- Residential: Low Medium (8-12 DU/gross acre)
- Residential: Medium (12-18 DU/gross acre)
- Residential: High (18-30 DU/gross acre)
- Commercial: Regional
- Commercial: Office
- Commercial: Convention/ Hotel
- Commercial: Retail/ Office
- Mixed Use: Residential: High/ Commercial: Office
- Open Space: Park Space
- P Open Space: Neighborhood Parks
- Open Space: Landscaped Buffer
- Open Space: Miscellaneous: Dry Swales/ Detention Basins
- Open Space: Miscellaneous: Water Storage/ Recharge Basins
- Open Space: Miscellaneous: Water Feature
- Schools/ Community Park
- Public Facilities
- Specific Plan Area
- Planning District Boundary
- K Planning District Designation

Optional Permitted Use:
 Open Space:
 Park Space
 (this parcel only)



LAND USE PLAN: PERMITTED USES

exhibit
2.B

Attachment

B. Parking Management Plan-Status Report (July 2012)

RIVERPARK SPECIFIC PLAN DISTRICT A AND D PARKING MANAGEMENT PLAN

Status Report



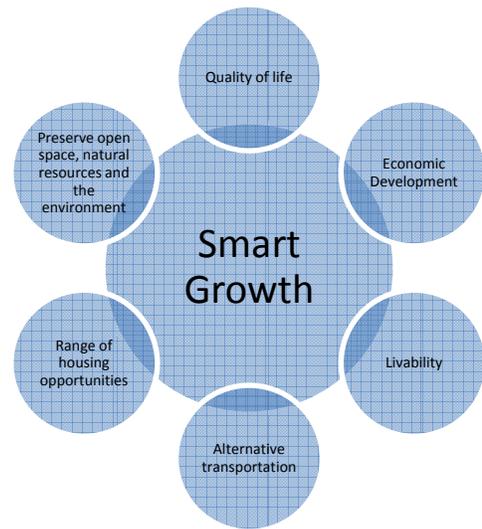
July 2012

A Collaborative Effort of the City of Oxnard, RiverPark Developers, and Property Managers

Technical support from Richard Willson, Ph.D. FAICP

Introduction

The RiverPark community embodies the ideals of Smart Growth. Smart Growth seeks a new, more sustainable model of development as shown in the diagram. A key element of Smart Growth is alternative transportation, including walking, bicycling, and transit. As RiverPark is built out, the full potential for alternative transportation will emerge with walkable shopping destinations and more alternatives to driving. Parking management is an essential tool in this approach, ensuring that parking is well managed and supports overall community goals.



Parking management is a series of services, programs, rules, and enforcement activities concerning the use of on- and off-street parking. It provides predictability about parking use and helps resolve parking conflicts. As with any situation where a mix of land uses and parking resources are close together, these environments require a greater degree of parking management than do traditional suburban developments. Rules and policies are needed concerning the number of vehicles parked, the location of parking, use of garages, visitor parking, and other issues. On-street parking must also be managed through methods such as curb striping, time limits, overnight parking prohibitions, and pricing. An essential element of parking management is consistent enforcement of on- and off-street parking rules.

This Parking Management Plan status report provides a summary of parking arrangements in Districts A and D of RiverPark, which comprise the multifamily apartments and commercial area. It explains the terms of the project-specific Parking Management Plans (PMP) that are being required of multifamily residential developments. These PMPs require that property managers and the City of Oxnard regularly coordinate on parking management measures. This status report outlines the responsibilities of three groups: 1) developers, to meet parking requirements and adopt project-specific PMPs; 2) property owners/property managers, to implement agreed-upon off-street parking management measures; and 3) the City of Oxnard, to manage on-street parking. The text that follows provides:

1. Report on Parking at Serenade. Status report on Serenade parking management and the property manager's current activities.
2. Apartment and Commercial Districts (District A and D Projects). A summary of the parking supply for the residential projects and the Collection and an explanation of Specific Plan parking requirements in terms of studies of parking demand.
3. Parking Management Plans and Management Process. A description of roles in parking management, a timeline for implementation, and the review committee structure. An example of a project-specific PMP is provided.

Appendix: A separate document providing a compendium of PMPs for each residential project.

1. Report on Parking at Serenade

The Serenade was the first multifamily project built in RiverPark. Its initial operation caused concerns for the City and residents, primarily because of the level of parking that occurred on the street. The 400-unit project supplies a parking ratio of 1.79 spaces per unit, a total that include 62 on-street curb spaces that are dedicated to the project. Built in 2008, the Serenade Apartments has had enough time to reach stabilized occupancy, which currently is estimated at 90%.

City planners and residents have expressed concerns about the following parking issues:

- the level of on-street parking by Serenade residents;
- traffic impacts from on-street resident and visitor parking, especially at the ends of curb bulb outs and roundabouts;
- perceived underutilization of tandem parking spaces;
- resident complaints about parking; and
- time spent by police in enforcing on-street parking rules.



Serenade property management is in the process of assembling data on number of residents and vehicles registered, which will be provided to the City of Oxnard Development Services Director.

A site visit of the Serenade Apartments was conducted on October 1, 2010, mid-morning and on multiple occasions in 2011 and again in 2012. The following observations are offered:

- The project's parking lots are well laid out, well organized, and provide an appropriate supply for a Smart Growth community.
- Tandem parking spaces are largely vacant in the mid-morning period since many residents are at work during at that time, but images taken in the evening show them to be well used.
- On-street parking is occurring on the three block faces where it is permitted, and sometime beyond. In some instances, spaces are striped in on-street parking areas, while in others they are not.
- Some residents appear to be parking on-street, which is permitted under the current on-street parking regulations.

An interview was conducted with Mr. Michael Borja, Community Director of Serenade Apartments on October 1, 2010 and a telephone interview was conducted with property manager Ms. Angela Damante June 18, 2012. Ms. Damante was involved in bringing the leases back in line with parking supply. The follow observations were shared:

- Initial leasing activity over-allocated spaces to the first residents, leaving insufficient parking available for later tenants. The property manager has been correcting this as leases turn over. Because of this, some spaces allocated to units were not as close as desirable, leading some residents to park on the street, closer to their unit. This is also being corrected as leases turn over; this process is still underway.

- The initial property manager unbundled rent and parking costs, causing some tenants to forgo renting an on-site space and to park on the street. This has been corrected, as current leasing practice bundles the unit rent and parking.
- A small number of one-bedroom units had a connected garage and tandem space, making parking allocations difficult.
- Lease terms prevent the use of garages for storage; property managers are conducting inspections to ensure compliance with this policy. This includes a project-wide audit in the last six months and random inspections. Residents have to demonstrate that there is sufficient room to park their vehicle in the garage.
- Tandem parking is well used in the evening, although the presence of unregulated street parking allows residents to park there as well.
- Transit service and walkable retail uses were not available when the first apartments leased up, so the profile of early residents were not the households typically attracted to Smart Growth communities, i.e., those having lower vehicle ownership.

Serenade is the first such project in District A and D, and even now it does not realize all the benefits of the community vision anticipated in the Specific Plan, such as walkable commercial uses, walkable work locations, and the critical mass to support transit services. As the development is built out, the per-unit parking demand of Serenade may decrease as options to owning and driving a vehicle improve. It will likely attract residents with lower car ownership in the future.

Given the efforts taken by the property manager, the single most important task to address the remaining issues identified is to develop and enforce on-street parking regulations. Just as there was a transition in the leasing practices on the site, there will be a need to transition to the Specific Plan's policy of reserving on-street parking for visitors. Currently, some residents are parking on-street because there are no prohibitions against that practice. The City may wish to consider providing on-street residential parking permits on a time-limited basis to allow those residents to continue to park on-street for the term of their lease. Over time, those permits would be reduced to reserve that parking for visitors. Implementing this program will gradually bring the on-street parking back to its intended use.

2. Apartment and Commercial Districts (District A and D Projects)

This section provides a summary of building sizes and parking supply for the apartment and commercial developments planned thus far. Figure 1 shows the location of projects and parking on a site plan of RiverPark, including on-street parking locations and transit stops. The large parking supply for the Collection may present opportunities for shared parking in the future. In addition, there are other parking resources in the vicinity, such as office building parking, which may present shared parking opportunities.

Figure 1. Apartment and Commercial Districts



Figure 2 (next page) shows details on the parking supply for each project and parking ratios for spaces provided in off-street and on-street facilities. The residential projects supply parking in a range between 1.76 and 2.09 spaces per unit and the Collection retail development has 4.87 spaces per 1,000 square feet. The variation in supply in the residential projects stems from differences in the unit mix, as requirements vary by bedroom count. Detailed parking site plans, including allocations of spaces to units, are provided for each approved residential project in the Appendix.

Figure 2. Project Parking Supply

Project	Number of Units/sf	Total Parking Spaces	Off-Street Parking Spaces	Off-street Ratio per Unit/1,000 sf	On-Street Parking Spaces	On-street Ratio per Unit/1,000 sf	Overall Ratio per Unit/1,000 sf
Mosaic	224	394	335	1.50	59	0.26	1.76
Serenade	400	717	682	1.71	35	0.09	1.79
Sonata	53	111	102	1.92	9	0.17	2.09
Tempo	235	442	399	1.70	43	0.18	1.88
Subtotal Residential	912	1,664	1,518	1.66	146	0.16	1.82
Collection (retail sf)	604,781	2,945	2,889	4.78	56	0.09	4.87
Area Total		4,609	4,407		202		

These parking supply totals are consistent with the RiverPark Specific Plan, which specifies the following minimum parking requirements.

“Each dwelling unit shall be provided with at least 1 on-site parking space. Units with 2 bedrooms shall be provided with 1½ spaces, and units with three or more bedrooms shall be provided with 2 spaces”

“Curbside parking may be used to satisfy the requirement for visitor parking which cannot be met on site, when and where possible.” (Section 4.31)

The Specific Plan did not specify visitor parking ratios, but for all projects subsequent to Serenade, the standard City of Oxnard visitor parking requirement was met, which is 1 space per unit for the first 30 units and ½ space per unit thereafter. The only difference between the RiverPark Specific Plan and citywide requirements is that the 2-bedroom rate is 1½ spaces per unit rather than 2 spaces per unit. This change is consistent with the goals of the plan to promote alternative transportation.

Figure 3 provides more detail on the characteristics of each of the residential projects. All are three-story buildings, but the target and unit mix differs. The difference in unit mix is why the overall ratios shown previously in Figure 3 are different for each project.

Figure 3. Multifamily Project Characteristics

Project	Total Units	Studio	1 Bedroom	2 Bedroom	3 Bedroom	Target market
Mosaic	224	52	92	80	0	Single young professionals, young families
Serenade	400	0	136	225	39	Mix of families, young families and household without children
Sonata	53	0	11	21	21	Income restricted affordable units
Tempo	235	0	105	118	12	Families and young families

The overall parking ratios for residential uses, which vary between 1.76 and 2.09 spaces per unit, can be compared to research on household vehicle availability from the census and other surveys as follows.

U.S. Census Data. Household vehicle availability is the primary determinant of residential parking demand. Household vehicle availability for rental units in Oxnard, drawn from American Community Survey (ACS) for the 2008-10 period, shows that rental household vehicle availability is **1.68 vehicles per household**. The corresponding rate for Ventura County is 1.66 vehicles per household.

ULI Shared Parking rates. Many cities use the ULI *Shared Parking* model baseline parking requirements in Smart Growth communities. The *Shared Parking* study examined a variety of sources concerning residential parking demand and suggests a base rate for rental housing of 1.5 spaces per unit plus 0.15 visitor parking spaces per unit, for a total of **1.65 spaces per unit**. This is the base rate *before* reduction adjustments are made for differences in vehicle ownership levels that might be found in Smart Growth communities.

Institute of Transportation Engineers rates. The Institute of Transportation Engineers (ITE) produces the *Parking Generation Informational Report*, which summarizes observed peak parking demand in residential complexes across the country. ITE Land Use 221, which is for Low/Mid Rise Apartments, shows an average peak overnight demand rate of **1.2 spaces per unit** in suburban locations. The data points range from 0.68 to 1.94 spaces per unit. These rates do not include visitor parking demand.

Southern California studies. A graduate student at Cal Poly Pomona recently studied parking demand in multi-family residential complexes in the Inland Empire. Overnight counts conducted in seven large scale complexes with density in the 25 to 30 units per acre range showed a peak parking demand of **1.66 spaces per unit**. In a separate study, the author conducted a household survey of residents of multifamily housing projects throughout the Inland Empire. Resident reported having **1.45 vehicles available per unit**. That measurement does not include visitor parking. The citation for this report is “Parking Demand and Zoning Requirements for Suburban Multifamily Housing.” (2011) *Transportation Research Record: Journal of the Transportation Research Board*, No. 2245. Planning 2011, Volume 2: 49-55 (Willson, Richard with Michael Roberts).

These residential parking studies show that the RiverPark residential parking requirements are within the norm for developments of this type. In the future, as transit service and the range of walkable destinations increase, the District A and D parking supply will be more than adequate for the demand.

3. Parking Management Plans and Management Process

The plan that follows describes actions to be taken to manage parking in the multi-family apartments in the Village Square Neighborhood District of the RiverPark. Each residential project will adopt and implement a project-specific PMP, an example of which is provided at the end of this section.

Effective parking management also requires collaboration between project developers, property managers, the City, and other groups. Figure 4 summarizes the key roles that each entity will play.

Figure 4. Parking Management Roles



Figure 5(next page) shows a timeline for the implementation of parking management in RiverPark. The key initial feature in these activities is cooperation between the city and the residential property managers. In the near term, Serenade will continue parking management efforts and the City of Oxnard will develop its approach to on-street parking management. In the mid-term, additional residential projects will be constructed and the Collection will lease up. In the long term, the full Smart Growth benefits will be realized in terms of alternative transportation, enabling a reassessment of parking supply and parking management. This could include more transit, temporary vehicle rental programs, and a transition to on-street parking pricing.

Figure 5. Timeline for Implementation

Timeline for Parking Management Implementation, RiverPark Areas A and D				
	2012	2013	3-5 years	5+ years
Developers	Mosaic - approved for construction	Construction	Occupancy	
	Sonata and Tempo receive final conditions approval	Construction	Construction/Occupancy	
Property Managers/ Owners	Serenade adopts and implements PMP - limit on-site resident vehicles, garage inspections, enforce visitor permits	Coordination Committee – developers, property managers, city, community representatives annual review	Mosaic, Sonata, and Tempo begin on-site parking management	Continuing on-site parking management
	The Collection develops opening day parking management procedures		Lease up of The Collection, implementation of commercial parking management	Continuing on-site parking management
City of Oxnard	Develop on-street parking regulations and implementation procedures		Signage, monitoring, enforcement, adjustments as needed	On-street parking meters as needed
Other Entities	Gold Coast Transit - Route 14 service	Monitor ridership	Increase bus frequency	More bus lines; direct Metrolink connection
	Possible car sharing program			Reach critical threshold for car sharing

Part of successful parking management is coordination between the entities involved. Figure 6(next page) outlines a structure for the Parking Management Coordination Committee proposed above. Each of the entities listed should have at least one representative on the committee. Over the next six months, an organizing meeting should be called by the city, inviting participation and defining the procedures and practices of the committee. For example, the City may wish to have representatives of Development Services, Public Works, Police and Fire involved in the committee. At this meeting the procedures and activities of the committee can be further defined.

Figure 6. Structure for Parking Management Coordination Committee, Districts A and D



The committee's role should be both proactive and reactive. The proactive role is anticipating and planning for issues that may arise as the project is built out. This could include considering phasing for various on-street parking management measures. The reactive role is responding to parking issues as they arise, from residents, property managers or other participating groups.

An example of the roles the committee could play includes the following.

- Development of parking management implementation plans and timelines.
- Biannual meeting to review parking management issues.
- Annual written report on parking management implementation to City Council.
- Response to parking management issues raised by residents or commercial tenants.

Example Parking Management Plan

RiverPark Multifamily Housing Projects

May 5, 2011

This plan describes actions to be taken by developers and onsite property managers (the Owner) and the City of Oxnard (the City) to manage on- and off-street parking in the Village Square Neighborhood District in the RiverPark Specific Plan. The plan specifies a series of parking management strategies that will ensure that parking is well managed and supports the overall goals of the Specific Plan. This plan recognizes that Smart Growth communities require active parking management to ensure that they are implemented as intended. It further recognizes that Owner/City cooperation is an effective way of addressing parking management issues. Finally, the plan is based on the notion that parking management is not a one-time event; it outlines actions to be implemented by the Owner and the City on a continuing basis.

All actions listed below are implemented by the Owner unless the City is indicated as the implementing entity.

1) On-Site Parking

a) Resident Vehicle Ownership

- i. Each lease will specify the number of spaces allocated to each unit and allowed to be parked on-site. The number of spaces allocated shall not exceed the total resident (non-visitor) parking supply, unless permission is provided by the City.
- ii. Resident placards or stickers will be issued based on lease allocation. These placards or stickers shall be displayed by all resident vehicles parked on the site.

b) Resident Parking Location

- i. Each lease will specify the location of assigned resident parking space(s).
- ii. An attachment will accompany each parking management plan that shows an allocation of resident and visitor parking to specific units. To ensure that the parking resource is used in the most efficient manner, the Owner has the right to revise the allocation. For example, if a unit is rented to a household with no vehicles, a reallocation could be done to use the unused space for other residents or visitors. The allocation may include the assignment of some of the 0.5 space per unit visitor requirement to units.
- iii. Residents are prohibited from using other tenants' parking, unless by mutual agreement and with the approval of the Owner. Such an arrangement would be approved only if the number of cars parked by the other tenant was less than their parking space allotment in their lease for the duration of the tenancy.
- iv. Lease signatories will acknowledge the following provisions concerning on-street and other off-site parking rules:
 - a. Residents will report vehicle license numbers for all the vehicles operated by all residents of the unit and will update property management on any changes in vehicles.

- b. The total number of vehicles parked per unit will not exceed the number specified in the lease, unless approved under Section 3b of this plan.
- c. Residents agree to not park vehicles on local streets or in other off-street facilities (unless written agreement is provided under Section 3b).
- d. Residents agree to use the garage spaces that are allocated to them for parking operational vehicles. Storage and other uses of garages are prohibited.
- e. Residents agree to not park in spaces designated for unassigned visitor parking.

c) Visitor Parking

- i. Visitor parking requirements are not defined in the RiverPark Specific Plan, other than the acknowledgement that curbside parking may be used for visitor parking purposes. The Owner is providing spaces to meet the general Oxnard code requirements for visitor parking through a combination of on-street spaces on the blockfaces surrounding the project, unassigned visitor on-site spaces, and assigned visitor on-site spaces.
- ii. Visitors may only park in unassigned on-street and on-site visitor parking spaces. They may also park in any visitor spaces that are assigned to the tenant they are visiting.
- iii. Lease provisions will obligate residents to inform their visitors of the rules concerning visitor parking.
- iv. Signage at the entries to the project will explain and direct visitors to the three types of visitor parking – on-street, on-site unassigned visitor parking, and visitor parking assigned to units (should they be visiting that particular unit). All unassigned on-site visitor parking shall be marked with “Visitor Parking Only”. Visitor parking that is assigned to specific units in tandem parking arrangements shall be signed, “Visitor Parking for Unit _”.
- v. Visitors parking for *more* than four consecutive hours must display a visitor permit obtained from the Owner’s office. Permits must be dated and are valid for 24 hours. Permits for off-street visitor parking are issued by the Owner’s property manager’s office up to the total number of off-street visitor parking spaces associated with the project. Off-street visitor parking permits shall show the license plate number of the visitor and shall be checked by the Owner against the reported license number for all the vehicles operating by the tenant. This is intended to prevent residents from applying for visitor parking permits for their vehicles. Leases can specify a maximum number of visitor parking issuances, if desired.
- vi. The Owner will monitor visitor parking activities and prepare an annual report indicating the efficacy of the management arrangements. If additional management techniques are required, a revised parking management plan will be developed in cooperation with the City. It may include provisions such as:
 - a) Mandatory check-in of all visitors at the project management office (instead of only those parking more than four hours).
 - b) Negotiated temporary use of off-site parking at nearby commercial developments during peak visitor times, such as a holiday period when an office development’s parking is largely vacant.
 - c) Use of valet parking during peak visitor times. Such valet parking could double stack vehicles in certain locations on-site or use nearby offsite commercial parking through arrangements property owners.
 - d) Arrangements with transit providers for shuttle service to available parking locations outside the RiverPark development.

d) Phasing

- i. If a multiple projects develop in a sequence in a way the does not meet code requirements in the first phase, the Owner will provide temporary parking to meet the RiverPark code. Such parking can be provided on an adjacent site or on-street facilities, subject to the approval of the City.

e) Enforcement

- i. The Owner will conduct regular inspection of parking areas for compliance with no parking areas, space use, and permits for visitors for more than 4 hours. Inspection techniques may include garage inspections, recording license plate numbers to monitor the duration of parking in visitor spaces, notice and towing of illegal parking locations, and other appropriate measures.
- ii. The Owner will develop and implement a progressive enforcement program that includes courtesy notices, vehicle towing, and remedies that are part of the lease.

f) Tenant Relations

- i. Leasing protocols and tenant orientation will explain parking policies and their role in supporting a Smart Growth community.
- ii. Procedures will be established for promptly addressing resident complaints about parking “poaching”, blocking garages, or other violations of parking policy.
- iii. The Owner will provide regular marketing/education in resident newsletters about parking rules and procedures.

2) On-Street Parking Designated for Use by Visitors

These provisions concern the spaces designated for visitor parking on the on-street parking surrounding a project’s block faces.

a) Curb Striping and Signage

- i. The Owner/City will provide curb striping and/or equivalent signage indicating parking time limits, all areas where parking is prohibited, and other rules concerning parking in consultation with the City Traffic Engineer. An Attachment will identify the location of on-street parking.

b) Limitations on On-Street Visitor Parking

- i. The City will adopt on-street parking regulations that ensure that on-street visitor parking is used in the method intended by the Specific Plan. Those regulations will have the effect of preventing residents of the multi-family housing or other nearby projects from occupying parking intended for visitor parking. The City will adopt one of the follow enforcement mechanisms, based on the need, their own objectives, and enforcement protocols:
 - a. Option 1 - Ban overnight parking from 2:00 AM to 6:00 AM (or other similar time frame) unless the car displays a 24-hour visitor parking permit issued by the development. This procedure requires one check by enforcement personnel during the overnight period.
 - b. Option 2 – Establish a 4-hour parking time limit for on-street parking in the RiverPark Specific Plan area. This time limit will apply 24 hours per day. Vehicles parked for more than four hours will be ticketed unless they display a 24-hour visitor permit from

the development. This requires tire chalking or manual or automated license plate recording to identify those vehicles parked for more than 4 hours.

- c. Option 3 – Install multi-space parking meters for on-street spaces, with a pricing scheme that discourages long-term parking. For example, the parking charge could be \$0.25 per hour for the first four hours and \$0.50 per hour beyond that point. Enforcement would be by periodic readouts from the multi-space parking meters.
- ii. Visitor permits for on-street visitor parking are issued by the Owner’s property manager’s office up to the total number of on-street visitor parking spaces associated with the project. Those permits are issued for the purpose of visiting a resident of that development and shall be good for 24 hours. On-street visitor parking permits shall show the license plate number of the visitor and shall be checked by the Owner against the reported license number for all the vehicles operating by the tenant. This is intended to prevent residents from applying for visitor parking permits for their vehicles. Leases can specify a maximum number of visitor parking issuances per month if desired.

c) Enforcement

- i. The City or its designated parking enforcement entity will regularly enforce on-street parking rules.

3) Other Off-Street Parking

a) Signage and Enforcement

- i. Property owners of adjacent properties will post parking rules and restrictions and/or time limits to warn residents and visitors to not use those spaces. Enforcement is by the respective property owner.

b) Voluntary Agreements

- i. Should adjacent commercial property owners wish to rent excess evening or weekend parking spaces to residents, such arrangements would be permitted. An example arrangement would be an office building offering parking to tenants of neighboring residential developments between 6 PM and 8 AM on weekdays and on weekends.

4) Other On-Street Parking

The City will adopt similar on-street parking rules for the entire Village Square Neighborhood Development, using one of the tools identified in section 2b, above. These tools may be used in combination. For example, parking meters could be used in areas adjacent to the retail development, with time limits or overnight parking prohibitions in residential areas. On-street parking regulations may be extended to other RiverPark neighborhoods as needed, in consultation with community members and local businesses. The City currently has permit parking districts in three residential areas. These districts were created in response to community request, providing a precedent and procedures for such a parking management technique.

5) Coordination between the Owner and the City

The Owner and the City will designate a contact person in each organization with responsibility for coordinating parking management actions and responding to parking issues that may arise.

The Owner and City will conduct an annual review of parking management implementation based on a report from the Owner and City information. Adjustments may be made to the Parking Management Plan, such as those outlined in Section 1.d.vi.

The Owner agrees to participate in a RiverPark-wide parking management organization, should one be developed.

Appendix A

Mosaic Residential Development Parking Management Plan

Parking Management Plan

Mosaic Residential Development

KOH 12-17, LLC / E.D. 2, LLC and the City of Oxnard

August 24, 2011

This plan describes actions to be taken by KOH 12-17 LLC and E.D. 2, LLC and onsite property managers (the Owner) and the City of Oxnard (the City) to manage on- and off-street parking in the Mosaic residential development in the in the RiverPark Specific Plan. The plan specifies a series of parking management strategies that will ensure that parking is well managed and supports the overall goals of the Specific Plan. This plan recognizes that Smart Growth communities require active parking management to ensure that they are implemented as intended. It further recognizes that Owner/City cooperation is an effective way of addressing parking management issues. Finally, the plan is based on the notion that parking management is not a one-time event; it outlines actions to be implemented by the Owner and the City on a continuing basis.

All actions listed below are implemented by the Owner unless the City is indicated as the implementing entity.

1) On-Site Parking

a) Resident Vehicle Ownership

- i. Each lease will specify the number of spaces allocated to each unit and allowed to be parked on-site. The number of spaces allocated shall not exceed the total resident (non-visitor) parking supply, unless permission is provided by the City.
- ii. Resident placards or stickers will be issued based on lease allocation. These placards or stickers shall be displayed by all resident vehicles parked on the site.

b) Resident Parking Location

- i. Each lease will specify the location of assigned resident parking space(s).
- ii. Attachment A shows an allocation of resident and visitor parking to specific units. To ensure that the parking resource is used in the most efficient manner, the Owner has the right to revise the allocation. For example, if a unit is rented to a household with no vehicles, a reallocation could be done to use the unused space for other residents or visitors. The allocation may include the assignment of some of the 0.5 space per unit visitor requirement to units.
- iii. Residents are prohibited from using other tenants' parking, unless by mutual agreement and with the approval of the Owner. Such an arrangement would be approved only if the number of cars parked by the other tenant was less than their parking space allotment in their lease.
- iv. Lease signatories will acknowledge the following provisions concerning on-street and other off-site parking rules:

- a. Residents will report vehicle license numbers for all the vehicles operated by all residents of the unit and will update property management on any changes in vehicles.
- b. The total number of vehicles parked per unit will not exceed the number specified in the lease, unless approved under Section 3b of this plan.
- c. Residents agree to not park vehicles on local streets or in other off-street facilities (unless written agreement is provided under Section 3b).
- d. Residents agree to use the garage spaces that are allocated to them for parking operational vehicles. Storage and other uses of garages are prohibited.
- e. Residents agree to not park in spaces designated for unassigned visitor parking.

c) Visitor Parking

- i. Visitor parking requirements are not defined in the RiverPark Specific Plan, other than the acknowledgement that curbside parking may be used for visitor parking purposes. The Owner is providing spaces to meet the general Oxnard code requirements for visitor parking through a combination of on-street spaces on the blockfaces surrounding the project, unassigned visitor on-site spaces, and assigned visitor on-site spaces.
- ii. Visitors may only park in unassigned on-street and on-site visitor parking spaces. They may also park in any visitor spaces that are assigned to the tenant they are visiting.
- iii. Lease provisions will obligate residents to inform their visitors of the rules concerning visitor parking.
- iv. Signage at the entries to the project will explain and direct visitors to the three types of visitor parking – on-street, on-site unassigned visitor parking, and visitor parking assigned to units (should they be visiting that particular unit). All unassigned on-site visitor parking shall be marked with “Visitor Parking Only”. Visitor parking that is assigned to specific units in tandem parking arrangements shall be signed, “Visitor Parking for Unit _”.
- v. Visitors parking for *more* than four consecutive hours must display a visitor permit obtained from the Owner’s office. Permits must be dated and are valid for 24 hours. Permits for off-street visitor parking are issued by the Owner’s property manager’s office up to the total number of off-street visitor parking spaces associated with the project. Off-street visitor parking permits shall show the license plate number of the visitor and shall be checked by the Owner against the reported license number for all the vehicles operating by the tenant. This is intended to prevent residents from applying for visitor parking permits for their vehicles. Leases can specify a maximum number of visitor parking issuances, if desired.
- vi. The Owner will monitor visitor parking activities and prepare an annual report indicating the efficacy of the management arrangements. If additional management techniques are required, a revised parking management plan will be developed in cooperation with the City. It may include provisions such as:
 - a) Mandatory check-in of all visitors at the project management office (instead of only those parking more than four hours).
 - b) Negotiated temporary use of off-site parking at nearby commercial developments during peak visitor times, such as a holiday period when an office development’s parking is largely vacant.
 - c) Use of valet parking during peak visitor times. Such valet parking could double stack vehicles in certain locations on-site or use nearby offsite commercial parking through arrangements property owners.
 - d) Arrangements with transit providers for shuttle service to available parking locations outside the RiverPark development.

d) Phasing

- i. If a multiple projects develop in a sequence in a way the does not meet code requirements in the first phase, the Owner will provide temporary parking to meet the RiverPark code. Such parking can be provided on an adjacent site or on-street facilities, subject to the approval of the City.

e) Enforcement

- i. The Owner will conduct regular inspection of parking areas for compliance with no parking areas, space use, and permits for visitors for more than 4 hours. Inspection techniques may include garage inspections, recording license plate numbers to monitor the duration of parking in visitor spaces, notice and towing of illegal parking locations, and other appropriate measures.
- ii. The Owner will develop and implement a progressive enforcement program that includes courtesy notices, vehicle towing, and remedies that are part of the lease.

f) Tenant Relations

- i. Leasing protocols and tenant orientation will explain parking policies and their role in supporting a Smart Growth community.
- ii. Procedures will be established for promptly addressing resident complaints about parking “poaching”, blocking garages, or other violations of parking policy.
- iii. The Owner will provide regular marketing/education in resident newsletters about parking rules and procedures.

2) On-Street Parking Designated for Use by Mosaic Visitors

These provisions concern the spaces designated for visitor parking on the on-street parking surrounding a project’s block faces.

a) Curb Striping and Signage

- i. The Owner/City will provide curb striping and/or equivalent signage indicating parking time limits, all areas where parking is prohibited, and other rules concerning parking in consultation with the City Traffic Engineer.

b) Limitations on On-Street Visitor Parking

- i. The City will adopt on-street parking regulations that ensure that on-street visitor parking is used in the method intended by the Specific Plan. Those regulations will have the effect of preventing residents of the multi-family housing or other nearby projects from occupying parking intended for visitor parking. The City will adopt one of the follow enforcement mechanisms, based on the need, their own objectives, and enforcement protocols:
 - a. Option 1 - Ban overnight parking from 2:00 AM to 6:00 AM (or other similar time frame) unless the car displays a 24-hour visitor parking permit issued by the

development. This procedure requires one check by enforcement personnel during the overnight period.

- b. Option 2 – Establish a 4-hour parking time limit for on-street parking in the RiverPark Specific Plan area. This time limit will apply 24 hours per day. Vehicles parked for more than four hours will be ticketed unless they display a 24-hour visitor permit from the development. This requires tire chalking or manual or automated license plate recording to identify those vehicles parked for more than 4 hours.
 - c. Option 3 – Install multi-space parking meters for on-street spaces, with a pricing scheme that discourages long-term parking. For example, the parking charge could be \$0.25 per hour for the first four hours and \$0.50 per hour beyond that point. Enforcement would be by periodic readouts from the multi-space parking meters.
- ii. Visitor permits for on-street visitor parking are issued by the Owner’s property manager’s office up to the total number of on-street visitor parking spaces associated with the project. Those permits are issued for the purpose of visiting a resident of that development and shall be good for 24 hours. On-street visitor parking permits shall show the license plate number of the visitor and shall be checked by the Owner against the reported license number for all the vehicles operating by the tenant. This is intended to prevent residents from applying for visitor parking permits for their vehicles. Leases can specify a maximum number of visitor parking issuances per month if desired.

c) Enforcement

- i. The City or its designated parking enforcement entity will regularly enforce on-street parking rules.

3) Other Off-Street Parking

a) Signage and Enforcement

- i. Property owners of adjacent properties will post parking rules and restrictions and/or time limits to warn residents and visitors to not use those spaces. Enforcement is by the respective property owner.

b) Voluntary Agreements

- i. Should adjacent commercial property owners wish to rent excess evening or weekend parking spaces to residents, such arrangements would be permitted. An example arrangement would be an office building offering parking to tenants of neighboring residential developments between 6 PM and 8 AM on weekdays and on weekends.

4) Other On-Street Parking

The City will adopt similar on-street parking rules for the entire Village Square Neighborhood Development, using one of the tools identified in section 2b, above. These tools may be used in combination. For example, parking meters could be used in areas adjacent to the retail development, with time limits or overnight parking prohibitions in residential areas. On-street parking regulations may be extended to other RiverPark neighborhoods as needed, in

consultation with community members and local businesses. The City currently has permit parking districts in three residential areas. These districts were created in response to community request, providing a precedent and procedures for such a parking management technique.

5) Coordination between the Owner and the City

The Owner and the City will designate a contact person in each organization with responsibility for coordinating parking management actions and responding to parking issues that may arise.

The Owner and City will conduct an annual review of parking management implementation based on a report from the Owner and City information. Adjustments may be made to the Parking Management Plan, such as those outlined in Section 1.d.vi.

The Owner agrees to participate in a RiverPark-wide parking management organization, should one be developed.

**ATTACHMENT A
SPACE ALLOCATION TO UNITS**

Unit	Parking	Beds	Required				Parking Type Assigned					Total Provided	Guest Parking Notes	
			Resident	Guest		Total	Single Gar.	Gar. w/ drive	Car Port	Surf. w/in Rec area	HC			
				Spec Pln	City Code									City Code
MOSAIC														
BLDG A														
101	a	G3	a	1	1.0	1.0		2.0		2.0			2.0	Tandem space assigned with unit
102	a	G6	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
103	a	G9	a	1	1.0	1.0		2.0		2.0			2.0	Tandem space assigned with unit
104	a	G20	a	1	1.0	1.0		2.0		2.0			2.0	Tandem space assigned with unit
105	a	G23	a	1	1.0	1.0		2.0		2.0			2.0	Tandem space assigned with unit
106	a	G25	a	1	1.0	1.0		2.0		2.0			2.0	Tandem space assigned with unit
107	a	G28	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
108	a	C1	a	1	1.0		0.5	1.5			1.0		1.0	On street
109	a	C9	a	1	1.0		0.5	1.5			1.0		1.0	On street
110	a	G29	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
111	a	G31	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
112	a	G35	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
113	a	G40	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
114	a	G43	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
115	a	G47	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
116	a	G58	a	2	1.5		0.5	2.0		1.0		1.0	2.0	Tandem space assigned with unit
117	a	C53	a	1	1.0		0.5	1.5				1.0	1.0	On street
118	a	G1	a	1	1.0	1.0		2.0		1.0			2.0	Tandem space assigned with unit
119	a	G48	a	1	1.0	1.0		2.0		2.0			2.0	Tandem space assigned with unit
120	a	G51	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
121	a	G55	a	1	1.0	1.0		2.0		2.0			2.0	Tandem space assigned with unit
122	a	G57	a	1	1.0	1.0		2.0		2.0			2.0	Tandem space assigned with unit
201	a	C23	a	1	1.0		0.5	1.5			1.0		1.0	On street
202	a	C24	a	1	1.0		0.5	1.5			1.0		1.0	On street
203	a	C25	a	1	1.0		0.5	1.5			1.0		1.0	On street
204	a	G7	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
205	a	C26	a	1	1.0		0.5	1.5			1.0		1.0	On street
206	a	C11	a	1	1.0		0.5	1.5			1.0		1.0	On street
207	a	C27	a	1	1.0		0.5	1.5			1.0		1.0	On street
208	a	C28	a	1	1.0		0.5	1.5			1.0		1.0	On street
209	a	C2	a	1	1.0		0.5	1.5			1.0		1.0	On street
210	a	C3	a	1	1.0		0.5	1.5			1.0		1.0	On street
211	a	G15	a	1	1.0		0.5	1.5	1.0				1.0	On-site
212	a	G16	a	1	1.0		0.5	1.5	1.0				1.0	On-site
213	a	G17	a	1	1.0		0.5	1.5	1.0				1.0	On street
214	a	G26	a	2	1.5	1.0		2.5		2.0			2.0	On tandem and on-site
215	a	G18	a	1	1.0		0.5	1.5	1.0				1.0	On-site
216	a	G19	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
217	a	C4	a	1	1.0		0.5	1.5			1.0		1.0	On street
218	a	C5	a	1	1.0		0.5	1.5			1.0		1.0	On street
219	a	C6	a	1	1.0		0.5	1.5			1.0		1.0	On street
220	a	C7	a	1	1.0		0.5	1.5			1.0		1.0	On street
221	a	G30	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
222	a	C8	a	1	1.0		0.5	1.5			1.0		1.0	On street
223	a	G32	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
224	a	C10	a	1	1.0		0.5	1.5			1.0		1.0	On street
225	a	G33	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
226	a	G8	a	2	1.5	1.0		2.5		2.0			2.0	On tandem and on-site
227	a	C29	a	1	1.0		0.5	1.5			1.0		1.0	On street
228	a	C30	a	1	1.0		0.5	1.5			1.0		1.0	On street
229	a	G38	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
230	a	G52	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
231	a	G39	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
232	a	C31	a	1	1.0		0.5	1.5			1.0		1.0	On street
233	a	C32	a	1	1.0		0.5	1.5			1.0		1.0	On street
234	a	G41	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
235	a	G42	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
236	a	C33	a	1	1.0		0.5	1.5			1.0		1.0	On street
237	a	C34	a	1	1.0		0.5	1.5			1.0		1.0	On street
238	a	C35	a	1	1.0		0.5	1.5			1.0		1.0	On street
239	a	G4	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
240	a	G54	a	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit

**ATTACHMENT A
SPACE ALLOCATION TO UNITS**

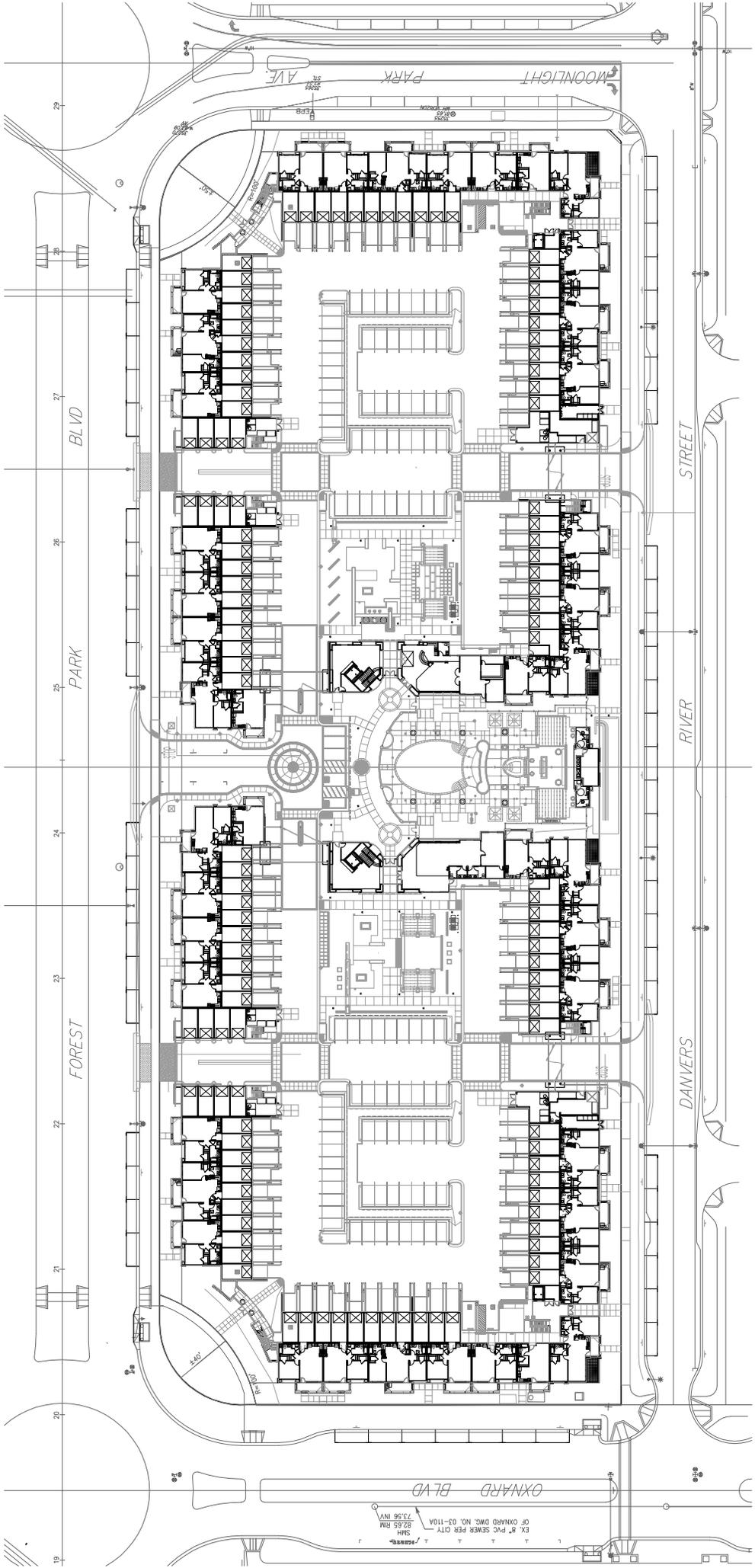
Unit	Parking	Beds	Required						Parking Type Assigned					Total Provided	Guest Parking Notes
			Resident	Guest		Total	Single Gar.	Gar. w/ drive	Car Port	Surf. w/in Rec area	HC				
				Spec Pln	City Code							City Code	SP + Code		
241	a	G50	a	2	1.5		0.5	2.0		2.0				2.0	Tandem space assigned with unit
242	a	C36	a	1	1.0		0.5	1.5			1.0			1.0	On street
243	a	C37	a	1	1.0		0.5	1.5			1.0			1.0	On street
244	a	C38	a	1	1.0		0.5	1.5			1.0			1.0	On street
245	a	C39	a	1	1.0		0.5	1.5			1.0			1.0	On street
301	a	G11	a	1	1.0		0.5	1.5	1.0					1.0	On street
302	a	G12	a	1	1.0		0.5	1.5	1.0					1.0	On street
303	a	G13	a	1	1.0		0.5	1.5	1.0					1.0	On street
304	a	G10	a	2	1.5	1.0		2.5		2.0				2.0	On tandem and on-site
305	a	C40	a	1	1.0		0.5	1.5			1.0			1.0	On street
306	a	G14	a	1	1.0		0.5	1.5	1.0					1.0	On street
307	a	C41	a	1	1.0		0.5	1.5			1.0			1.0	On street
308	a	C42	a	1	1.0		0.5	1.5			1.0			1.0	On street
309	a	C12	a	1	1.0		0.5	1.5			1.0			1.0	On street
310	a	C13	a	1	1.0		0.5	1.5			1.0			1.0	On street
311	a	G21	a	1	1.0	1.0		2.0	2.0					2.0	Tandem space assigned with unit
312	a	G22	a	1	1.0	1.0		2.0	2.0					2.0	Tandem space assigned with unit
313	a	C14	a	1	1.0		0.5	1.5			1.0			1.0	On street
314	a	G24	a	2	1.5		0.5	2.0	2.0					2.0	Tandem space assigned with unit
315	a	C15	a	1	1.0		0.5	1.5			1.0			1.0	On street
316	a	G27	a	2	1.5		0.5	2.0	2.0					2.0	Tandem space assigned with unit
317	a	C16	a	1	1.0		0.5	1.5			1.0			1.0	On street
318	a	C17	a	1	1.0		0.5	1.5			1.0			1.0	On street
319	a	C18	a	1	1.0		0.5	1.5			1.0			1.0	On street
320	a	C19	a	1	1.0		0.5	1.5			1.0			1.0	On street
321	a	G34	a	2	1.5		0.5	2.0	2.0					2.0	Tandem space assigned with unit
322	a	C20	a	1	1.0		0.5	1.5			1.0			1.0	On street
323	a	G36	a	2	1.5		0.5	2.0	2.0					2.0	Tandem space assigned with unit
324	a	C21	a	1	1.0		0.5	1.5			1.0			1.0	On street
325	a	G37	a	2	1.5		0.5	2.0	2.0					2.0	Tandem space assigned with unit
326	a	C22	a	2	1.5		0.5	2.0			1.0	1.0		2.0	On-site
327	a	C43	a	1	1.0		0.5	1.5			1.0			1.0	On street
328	a	C44	a	1	1.0		0.5	1.5			1.0			1.0	On street
329	a	G44	a	2	1.5		0.5	2.0	2.0					2.0	Tandem space assigned with unit
330	a	C45	a	2	1.5		0.5	2.0			1.0	1.0		2.0	On-site
331	a	G45	a	2	1.5		0.5	2.0	2.0					2.0	Tandem space assigned with unit
332	a	C46	a	1	1.0		0.5	1.5			1.0			1.0	On street
333	a	C47	a	1	1.0		0.5	1.5			1.0			1.0	On street
334	a	G46	a	2	1.5		0.5	2.0	2.0					2.0	Tandem space assigned with unit
335	a	G49	a	2	1.5		0.5	2.0	2.0					2.0	Tandem space assigned with unit
336	a	C48	a	1	1.0		0.5	1.5			1.0			1.0	On street
337	a	C49	a	1	1.0		0.5	1.5			1.0			1.0	On street
338	a	C50	a	1	1.0		0.5	1.5			1.0			1.0	On street
339	a	G2	a	2	1.5		0.5	2.0	2.0					2.0	Tandem space assigned with unit
340	a	G5	a	2	1.5		0.5	2.0	2.0					2.0	Tandem space assigned with unit
341	a	G54	a	2	1.5		0.5	2.0	2.0					2.0	Tandem space assigned with unit
342	a	G56	a	1	1.0	1.0		2.0	2.0					2.0	Tandem space assigned with unit
343	a	C51	a	1	1.0		0.5	1.5			1.0			1.0	On street
344	a	C52	a	1	1.0		0.5	1.5			1.0			1.0	On street
345	a	C54	a	1	1.0		0.5	1.5				1.0		1.0	On street
BLDG A TOTAL					132.0	15.0	48.5	195.5	8.0	98.0	52.0	2.0	4.0	164.0	
BLDG B															
101	b	G3	b	1	1.0	1.0		2.0	2.0					2.0	Tandem space assigned with unit
102	b	G6	b	2	1.5		0.5	2.0	2.0					2.0	Tandem space assigned with unit
103	b	G9	b	1	1.0	1.0		2.0	2.0					2.0	Tandem space assigned with unit
104	b	G20	b	1	1.0	1.0		2.0	2.0					2.0	Tandem space assigned with unit
105	b	G23	b	1	1.0	1.0		2.0	2.0					2.0	Tandem space assigned with unit
106	b	G25	b	1	1.0	1.0		2.0	2.0					2.0	Tandem space assigned with unit
107	b	G28	b	2	1.5		0.5	2.0	2.0					2.0	Tandem space assigned with unit
108	b	C1	b	1	1.0		0.5	1.5			1.0			1.0	On street
109	b	C9	b	1	1.0		0.5	1.5			1.0			1.0	On street
110	b	G29	b	2	1.5		0.5	2.0	2.0					2.0	Tandem space assigned with unit

**ATTACHMENT A
SPACE ALLOCATION TO UNITS**

Unit	Parking	Beds	Required				Parking Type Assigned					Total Provided	Guest Parking Notes	
			Resident	Guest		Total	Single Gar.	Gar. w/ drive	Car Port	Surf. w/in Rec area	HC			
				Spec Pln	City Code									City Code
111	b	G31	b	2	1.5		0.5	2.0					2.0	Tandem space assigned with unit
112	b	G35	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
113	b	G40	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
114	b	G43	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
115	b	G47	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
116	b	G58	b	2	1.5		0.5	2.0		1.0		1.0	2.0	Tandem space assigned with unit
117	b	C53	b	1	1.0		0.5	1.5				1.0	1.0	On street
118	b	G1	b	1	1.0	1.0		2.0		1.0		1.0	2.0	Tandem space assigned with unit
119	b	G48	b	1	1.0	1.0		2.0		2.0			2.0	Tandem space assigned with unit
120	b	G51	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
121	b	G55	b	1	1.0	1.0		2.0		2.0			2.0	Tandem space assigned with unit
122	b	G57	b	1	1.0	1.0		2.0		2.0			2.0	Tandem space assigned with unit
201	b	C23	b	1	1.0		0.5	1.5			1.0		1.0	On street
202	b	C24	b	1	1.0		0.5	1.5			1.0		1.0	On street
203	b	C25	b	1	1.0		0.5	1.5			1.0		1.0	On street
204	b	G7	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
205	b	C26	b	1	1.0		0.5	1.5			1.0		1.0	On street
206	b	C11	b	1	1.0		0.5	1.5			1.0		1.0	On street
207	b	C27	b	1	1.0		0.5	1.5			1.0		1.0	On street
208	b	C28	b	1	1.0		0.5	1.5			1.0		1.0	On street
209	b	C2	b	1	1.0		0.5	1.5			1.0		1.0	On street
210	b	C3	b	1	1.0		0.5	1.5			1.0		1.0	On street
211	b	G15	b	1	1.0		0.5	1.5	1.0				1.0	On-site
212	b	G16	b	1	1.0		0.5	1.5	1.0				1.0	On-site
213	b	G17	b	1	1.0		0.5	1.5	1.0				1.0	On street
214	b	G26	b	2	1.5	1.0		2.5		2.0			2.0	On tandem and on-site
215	b	G18	b	1	1.0		0.5	1.5	1.0				1.0	On-site
216	b	G19	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
217	b	C4	b	1	1.0		0.5	1.5			1.0		1.0	On street
218	b	C5	b	1	1.0		0.5	1.5			1.0		1.0	On street
219	b	C6	b	1	1.0		0.5	1.5			1.0		1.0	On street
220	b	C7	b	1	1.0		0.5	1.5			1.0		1.0	On street
221	b	G30	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
222	b	C8	b	1	1.0		0.5	1.5			1.0		1.0	On street
223	b	G32	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
224	b	C10	b	1	1.0		0.5	1.5			1.0		1.0	On street
225	b	G33	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
226	b	G8	b	2	1.5	1.0		2.5		2.0			2.0	On tandem and on-site
227	b	C29	b	1	1.0		0.5	1.5			1.0		1.0	On street
228	b	C30	b	1	1.0		0.5	1.5			1.0		1.0	On street
229	b	G38	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
230	b	G52	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
231	b	G39	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
232	b	C31	b	1	1.0		0.5	1.5			1.0		1.0	On street
233	b	C32	b	1	1.0		0.5	1.5			1.0		1.0	On street
234	b	G41	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
235	b	G42	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
236	b	C33	b	1	1.0		0.5	1.5			1.0		1.0	On street
237	b	C34	b	1	1.0		0.5	1.5			1.0		1.0	On street
238	b	C35	b	1	1.0		0.5	1.5			1.0		1.0	On street
239	b	G4	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
240	b	G54	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
241	b	G50	b	2	1.5		0.5	2.0		2.0			2.0	Tandem space assigned with unit
242	b	C36	b	1	1.0		0.5	1.5			1.0		1.0	On street
243	b	C37	b	1	1.0		0.5	1.5			1.0		1.0	On street
244	b	C38	b	1	1.0		0.5	1.5			1.0		1.0	On street
245	b	C39	b	1	1.0		0.5	1.5			1.0		1.0	On street
301	b	G11	b	1	1.0		0.5	1.5	1.0				1.0	On street
302	b	G12	b	1	1.0		0.5	1.5	1.0				1.0	On street
303	b	G13	b	1	1.0		0.5	1.5	1.0				1.0	On street
304	b	G10	b	2	1.5	1.0		2.5		2.0			2.0	On tandem and on-site
305	b	C40	b	1	1.0		0.5	1.5			1.0		1.0	On street
306	b	G14	b	1	1.0		0.5	1.5	1.0				1.0	On street

**ATTACHMENT A
SPACE ALLOCATION TO UNITS**

Unit	Parking	Beds	Required				Parking Type Assigned					Total Provided	Guest Parking Notes		
			Resident	Guest		Total	Single Gar.	Gar. w/ drive	Car Port	Surf. w/in Rec area	HC				
				Spec Pln	City Code									City Code	SP + Code
307	b	C41	b	1	1.0		0.5	1.5			1.0			1.0	On street
308	b	C42	b	1	1.0		0.5	1.5			1.0			1.0	On street
309	b	C12	b	1	1.0		0.5	1.5			1.0			1.0	On street
310	b	C13	b	1	1.0		0.5	1.5			1.0			1.0	On street
311	b	G21	b	1	1.0	1.0		2.0		2.0				2.0	Tandem space assigned with unit
312	b	G22	b	1	1.0	1.0		2.0		2.0				2.0	Tandem space assigned with unit
313	b	C14	b	1	1.0		0.5	1.5			1.0			1.0	On street
314	b	G24	b	2	1.5		0.5	2.0		2.0				2.0	Tandem space assigned with unit
315	b	C15	b	1	1.0		0.5	1.5			1.0			1.0	On street
316	b	G27	b	2	1.5		0.5	2.0		2.0				2.0	Tandem space assigned with unit
317	b	C16	b	1	1.0		0.5	1.5			1.0			1.0	On street
318	b	C17	b	1	1.0		0.5	1.5			1.0			1.0	On street
319	b	C18	b	1	1.0		0.5	1.5			1.0			1.0	On street
320	b	C19	b	1	1.0		0.5	1.5			1.0			1.0	On street
321	b	G34	b	2	1.5		0.5	2.0		2.0				2.0	Tandem space assigned with unit
322	b	C20	b	1	1.0		0.5	1.5			1.0			1.0	On street
323	b	G36	b	2	1.5		0.5	2.0		2.0				2.0	Tandem space assigned with unit
324	b	C21	b	1	1.0		0.5	1.5			1.0			1.0	On street
325	b	G37	b	2	1.5		0.5	2.0		2.0				2.0	Tandem space assigned with unit
326	b	C22	b	2	1.5		0.5	2.0			1.0	1.0		2.0	On-site
327	b	C43	b	1	1.0		0.5	1.5			1.0			1.0	On street
328	b	C44	b	1	1.0		0.5	1.5			1.0			1.0	On street
329	b	G44	b	2	1.5		0.5	2.0		2.0				2.0	Tandem space assigned with unit
330	b	C45	b	2	1.5		0.5	2.0			1.0	1.0		2.0	On-site
331	b	G45	b	2	1.5		0.5	2.0		2.0				2.0	Tandem space assigned with unit
332	b	C46	b	1	1.0		0.5	1.5			1.0			1.0	On street
333	b	C47	b	1	1.0		0.5	1.5			1.0			1.0	On street
334	b	G46	b	2	1.5		0.5	2.0		2.0				2.0	Tandem space assigned with unit
335	b	G49	b	2	1.5		0.5	2.0		2.0				2.0	Tandem space assigned with unit
336	b	C48	b	1	1.0		0.5	1.5			1.0			1.0	On street
337	b	C49	b	1	1.0		0.5	1.5			1.0			1.0	On street
338	b	C50	b	1	1.0		0.5	1.5			1.0			1.0	On street
339	b	G2	b	2	1.5		0.5	2.0		2.0				2.0	Tandem space assigned with unit
340	b	G5	b	2	1.5		0.5	2.0		2.0				2.0	Tandem space assigned with unit
341	b	G54	b	2	1.5		0.5	2.0		2.0				2.0	Tandem space assigned with unit
342	b	G56	b	1	1.0	1.0		2.0		2.0				2.0	Tandem space assigned with unit
343	b	C51	b	1	1.0		0.5	1.5			1.0			1.0	On street
344	b	C52	b	1	1.0		0.5	1.5			1.0			1.0	On street
345	b	C54	b	1	1.0		0.5	1.5				1.0		1.0	On street
BLDG B TOTAL					132.0	15.0	48.5	195.5	8.0	98.0	52.0	2.0	4.0	164.0	
On-site															
	Regular													3.0	
	HC													2.0	
Street														61.0	
VISITOR TOTAL														66.0	
MOSAIC PROJECT TOTAL					264.0	30.0	97.0	391.0	16.0	196.0	104.0	4.0	8.0	394.0	



OXNARD BLVD
DANVERS BLVD
RIVER
STREET
MOONLIGHT PARK AVE
FOREST PARK BLVD
PARK BLVD

EX 8' PVC SEWER PER CITY - 82.65 RM
OF OXNARD DMC. NO. 03-110A
73.56 INV.

3.00H

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

7.3.56

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

35

36

37

38

39

40

41

42

43

44

45

46

47

48

49

50

51

52

53

54

55

56

57

58

59

60

61

62

63

64

65

66

67

68

69

70

71

72

73

74

75

76

77

78

79

80

81

82

83

84

85

86

87

88

89

90

91

92

93

94

95

96

97

98

99

100

101

102

103

104

105

106

107

108

109

110

111

112

113

114

115

116

117

118

119

120

121

122

123

124

125

126

127

128

129

130

131

132

133

134

135

136

137

138

139

140

141

142

143

144

145

146

147

148

149

150

151

152

153

154

155

156

157

158

159

160

161

162

163

164

165

166

167

168

169

170

171

172

173

174

175

176

177

178

179

180

181

182

183

184

185

186

187

188

189

190

191

192

193

194

195

196

197

198

199

200

201

202

203

204

205

206

207

208

209

210

211

212

213

214

215

216

217

218

219

220

221

222

223

224

225

226

227

228

229

230

231

232

233

234

235

236

237

238

239

240

241

242

243

244

245

246

247

248

249

250

251

252

253

254

255

256

257

258

259

260

261

262

263

264

265

266

267

268

269

270

271

272

273

274

275

276

277

278

279

280

281

282

283

284

285

286

287

288

289

290

291

292

293

294

295

296

297

298

299

300

301

302

303

304

305

306

307

308

309

310

311

312

313

314

315

316

317

318

319

320

321

322

323

324

325

Appendix B

Serenade Residential Development Parking Management Plan

Parking Management Plan

Serenade Residential Development

Capri / KW Serenade, LLC and the City of Oxnard

July 10, 2012

This plan describes actions to be taken by Capri/KW Serenade and onsite property managers (the Owner) and the City of Oxnard (the City) to manage on- and off-street parking in the Serenade residential development in the in the RiverPark Specific Plan. The plan specifies a series of parking management strategies that will ensure that parking is well managed and supports the overall goals of the Specific Plan. This plan recognizes that Smart Growth communities require active parking management to ensure that they are implemented as intended. It further recognizes that Owner/City cooperation is an effective way of addressing parking management issues. Finally, the plan is based on the notion that parking management is not a one-time event; it outlines actions to be implemented by the Owner and the City on a continuing basis.

All actions listed below are implemented by the Owner unless the City is indicated as the implementing entity.

1) On-Site Parking

a) Resident Vehicle Ownership

- i. Each lease will specify the number of spaces allocated to each unit and allowed to be parked on-site. The number of spaces allocated shall not exceed the total resident (non-visitor) parking supply, unless permission is provided by the City.
- ii. Resident placards or stickers will be issued based on lease allocation. These placards or stickers shall be displayed by all resident vehicles parked on the site.

b) Resident Parking Location

- i. Each lease will specify the location of assigned resident parking space(s).
- ii. Attachment A shows an allocation of resident and visitor parking to specific units. To ensure that the parking resource is used in the most efficient manner, the Owner has the right to revise the allocation. For example, if a unit is rented to a household with no vehicles, a reallocation could be done to use the unused space for other residents or visitors. The allocation may include the assignment of some of the 0.5 space per unit visitor requirement to units.
- iii. Residents are prohibited from using other tenants' parking, unless by mutual agreement and with the approval of the Owner. Such an arrangement would be approved only if the number of cars parked by the other tenant was less than their parking space allotment in their lease.
- iv. Lease signatories will acknowledge the following provisions concerning on-street and other off-site parking rules:

- a. Residents will report vehicle license numbers for all the vehicles operated by all residents of the unit and will update property management on any changes in vehicles.
- b. The total number of vehicles parked per unit will not exceed the number specified in the lease, unless approved under Section 3b of this plan.
- c. Residents agree to not park vehicles on local streets or in other off-street facilities (unless written agreement is provided under Section 3b).
- d. Residents agree to use the garage spaces that are allocated to them for parking operational vehicles. Storage and other uses of garages are prohibited.
- e. Residents agree to not park in spaces designated for unassigned visitor parking.

c) Visitor Parking

- i. Visitors may only park in unassigned on-street and on-site visitor parking spaces. They may also park in any visitor spaces that are assigned to the tenant they are visiting.
- ii. Lease provisions will obligate residents to inform their visitors of the rules concerning visitor parking.
- iii. Signage at the entries to the project will explain and direct visitors to the three types of visitor parking – on-street, on-site unassigned visitor parking, and visitor parking assigned to units (should they be visiting that particular unit). All unassigned on-site visitor parking shall be marked with “Visitor Parking Only”. Visitor parking that is assigned to specific units in tandem parking arrangements shall be signed, “Visitor Parking for Unit _”.
- iv. Visitors parking for *more* than four consecutive hours must display a visitor permit obtained from the Owner’s office. Permits must be dated and are valid for 24 hours. Permits for off-street visitor parking are issued by the Owner’s property manager’s office up to the total number of off-street visitor parking spaces associated with the project. Off-street visitor parking permits shall show the license plate number of the visitor and shall be checked by the Owner against the reported license number for all the vehicles operating by the tenant. This is intended to prevent residents from applying for visitor parking permits for their vehicles. Leases can specify a maximum number of visitor parking issuances, if desired.
- v. The Owner will monitor visitor parking activities and prepare an annual report indicating the efficacy of the management arrangements. If additional management techniques are required, a revised parking management plan will be developed in cooperation with the City. It may include provisions such as:
 - a) Mandatory check-in of all visitors at the project management office (instead of only those parking more than four hours).
 - b) Negotiated temporary use of off-site parking at nearby commercial developments during peak visitor times, such as a holiday period when an office development’s parking is largely vacant.
 - c) Use of valet parking during peak visitor times. Such valet parking could double stack vehicles in certain locations on-site or use nearby offsite commercial parking through arrangements property owners.
 - d) Arrangements with transit providers for shuttle service to available parking locations outside the RiverPark development.

d) Enforcement

- i. The Owner will conduct regular inspection of parking areas for compliance with no parking areas, space use, and permits for visitors for more than 4 hours. Inspection

techniques may include garage inspections, recording license plate numbers to monitor the duration of parking in visitor spaces, notice and towing of illegal parking locations, and other appropriate measures.

- ii. The Owner will develop and implement a progressive enforcement program that includes courtesy notices, vehicle towing, and remedies that are part of the lease.

e) *Tenant Relations*

- i. Leasing protocols and tenant orientation will explain parking policies and their role in supporting a Smart Growth community.
- ii. Procedures will be established for promptly addressing resident complaints about parking “poaching”, blocking garages, or other violations of parking policy.
- iii. The Owner will provide regular marketing/education in resident newsletters about parking rules and procedures.

2) On-Street Parking Designated for Use by Serenade Visitors

These provisions concern the spaces designated for visitor parking on the on-street parking surrounding a project’s block faces.

a) *Curb Striping and Signage*

- i. The Owner/City will provide curb striping and/or equivalent signage indicating parking time limits, all areas where parking is prohibited, and other rules concerning parking in consultation with the City Traffic Engineer.

b) *Limitations on On-Street Visitor Parking*

- i. The City will adopt on-street parking regulations that ensure that on-street visitor parking is used in the method intended by the Specific Plan. Those regulations will have the effect of preventing residents of the multi-family housing or other nearby projects from occupying parking intended for visitor parking. The City will adopt one of the follow enforcement mechanisms, based on the need, their own objectives, and enforcement protocols:
 - a. Option 1 - Ban overnight parking from 2:00 AM to 6:00 AM (or other similar time frame) unless the car displays a 24-hour visitor parking permit issued by the development. This procedure requires one check by enforcement personnel during the overnight period.
 - b. Option 2 – Establish a 4-hour parking time limit for on-street parking in the RiverPark Specific Plan area. This time limit will apply 24 hours per day. Vehicles parked for more than four hours will be ticketed unless they display a 24-hour visitor permit from the development. This requires tire chalking or manual or automated license plate recording to identify those vehicles parked for more than 4 hours.
 - c. Option 3 – Install multi-space parking meters for on-street spaces, with a pricing scheme that discourages long-term parking. For example, the parking charge could be \$0.25 per hour for the first four hours and \$0.50 per hour beyond that point. Enforcement would be by periodic readouts from the multi-space parking meters.

- ii. Visitor permits for on-street visitor parking are issued by the Owner's property manager's office up to the total number of on-street visitor parking spaces associated with the project. Those permits are issued for the purpose of visiting a resident of that development and shall be good for 24 hours. On-street visitor parking permits shall show the license plate number of the visitor and shall be checked by the Owner against the reported license number for all the vehicles operating by the tenant. This is intended to prevent residents from applying for visitor parking permits for their vehicles. Leases can specify a maximum number of visitor parking issuances per month if desired.

c) Enforcement

- i. The City or its designated parking enforcement entity will regularly enforce on-street parking rules.

3) Other Off-Street Parking

a) Signage and Enforcement

- i. Property owners of adjacent properties will post parking rules and restrictions and/or time limits to warn residents and visitors to not use those spaces. Enforcement is by the respective property owner.

b) Voluntary Agreements

- i. Should adjacent commercial property owners wish to rent excess evening or weekend parking spaces to residents, such arrangements would be permitted. An example arrangement would be an office building offering parking to tenants of neighboring residential developments between 6 PM and 8 AM on weekdays and on weekends.

4) Other On-Street Parking

The City will adopt similar on-street parking rules for the entire Village Square Neighborhood Development, using one of the tools identified in section 2b, above. These tools may be used in combination. For example, parking meters could be used in areas adjacent to the retail development, with time limits or overnight parking prohibitions in residential areas. On-street parking regulations may be extended to other RiverPark neighborhoods as needed, in consultation with community members and local businesses. The City currently has permit parking districts in three residential areas. These districts were created in response to community request, providing a precedent and procedures for such a parking management technique.

5) Coordination between the Owner and the City

The Owner and the City will designate a contact person in each organization with responsibility for coordinating parking management actions and responding to parking issues that may arise.

The Owner and City will conduct an annual review of parking management implementation based on a report from the Owner and City information. Adjustments may be made to the Parking Management Plan, such as those outlined in Section 1.c.v.

The Owner agrees to participate in a RiverPark-wide parking management organization, should one be developed.

Attachment A

Space Allocation to Units

Serenade Parking Log

Building A

Floor Type	Apartment#	Garage#	Type	Apt Attached	Notes
2x2	A104	A-01	Single		
2x2	A305	A-02	Single		
2x2	N205	A-03	Single		
	GOLF CARTS	A-04	Single		
1x1	C304	A-05	Single		
2x2	A106	A-06	Single	A106	ATTACHED GARAGE
1x1	A108	A-07	Single	A108	ATTACHED GARAGE
2x2	A304	A-08	Single		
2x2	A307	A-09	Single		
1x1	B201	A-10	Single		
1x1	B108	A-11	Single		
2x2	C305	A-12	Single		
2x2	A204	A-13	Single		
1x1	B227	A-14	Single		
1x1	B222	A-15	Single		

Building B

	Apartment#	Garage#	Type	Apt Attached	
2x2	B308	B-01	Single		
2x2	B118	B-02	Tanden	B118	ATTACHED GARAGE
2x2	B305	B-03	Tandem		
2x2	B221	B-04	Tandem		
2x2	B120	B-05	Tanden	B120	ATTACHED GARAGE
1x1	B122	B-06	Tandem		
2x2	B205	B-07	Tandem		
1x1	B322	B-08	Tandem		
2x2	D208	B-09	Tandem		
2x2	B223	B-10	Tandem		
1x1	B225	B-11	Tandem		
2x2	B307	B-12	Tandem		
2x2	B316	B-13	Tandem		
2x2	B216	B-14	Tandem		
2x2	B320	B-15	Single		
1x1	B203	B-16	Single		
1x1	D316	B-17	Single		
2x2	B208	B-18	Tandem		
2x2	B206	B-19	Tandem		
1x1	B116	B-20	Tandem		
2x2	B106	B-21	Tanden	B-106	ATTACHED GARAGE
1x1	B104	B-22	Tanden	B-104	ATTACHED GARAGE

2x2	B321	B-23	Tandem
1x1	B204	B-24	Tandem
2x2	D208	B-25	Tandem
2x2	B318	B-26	Tandem
	TEMP FOR B20	B-27	Tandem
2x2	C205	B-28	Tandem
2x2	A306	B-29	Tandem
2x2	A206	B-30	Tandem
1x1	D216	B-31	Single
2x2	B218	B-32	Single

Building C

	Apartment#	Garage#	Type	Apt Attached	Notes
2x2	C108	C-01	Tandem		
2x2	C208	C-02	Tandem		
2x2	C307	C-03	Tandem		
2x2	C206	C-04	Tandem		
1x1	C304	C-05	Tandem		
2x2	C106	C-06	Tanden	C-106	ATTACHED GARAGE
1x1	C104	C-07	Tanden	C-104	ATTACHED GARAGE
2x2	C308	C-08	Tandem		
2x2	C306	C-09	Tandem		
2x2	D220	C-10	Tandem		
	OPEN	C-11	Single		
	OPEN	C-12	Single		
	LANDSCAPERS	C-13	Single		
	NO MOTOR	C-14	Single		
1x1	C204	C-15	Single		

Building D

	Apartment#	Garage#	Type	Apt Attached	Notes
2x2	D223	D-01	Single		
1x1	D110	D-02	Single		
1x1	D116	D-03	Single		
3X2	D108	D-04	Tanden	D108	ATTACHED GARAGE
2x2	D307	D-05	Tandem		
3X2	D208	D-06	Tandem		
2x2	D312	D-07	Tanden	D106	ATTACHED GARAGE
1x1	D104	D-08	Tanden	D104	ATTACHED GARAGE
2x2	F323	D-09	Tandem		
2x2	D321	D-10	Tandem		
2x2	D212	D-11	Tandem		
2x2	D308	D-12	Tandem		
1x1	D304	D-13	Tandem		
2x2	D205	D-14	Tandem		

2x2	D305	D-15	Tandem		
1x1	D204	D-16	Tandem		
1x1	D222	D-17	Single		
1x1	D210	D-18	Single		
2x2	D323	D-19	Single		
2x2	D320	D-20	Single		
1x1	G201	D-21	Single		
3X2	D118	D-22	Tanden	D118	ATTACHED GARAGE
2x2	D307	D-23	Tandem		
1x1	D310	D-24	Tandem		
2x2	D120	D-25	Tanden	D120	ATTACHED GARAGE
1x1	D122	D-26	Tanden	D122	ATTACHED GARAGE
2x2	D214	D-27	Tandem		
2x2	E205	D-28	Tandem		
3X2	D218	D-29	Tandem		
1X1	F304	D-30	Tandem		
2x2	D318	D-31	Tandem		
2X2	F308	D-32	Tandem		
2x2	E210	D-33	Tandem		
2x2	D221	D-34	Tandem		
1x1	D227	D-35	Single		
1x1	E204	D-36	Single		

Building E

	Apartment#	Garage#	Type	Apt Attached	Notes
1X1	E110	E-01	Single		
3X2	E108	E-02	Tanden	E108	ATTACHED GARAGE
2X2	E308	E-03	Tandem		
2X2	E316	E-04	Tandem		
2X2	E106	E-05	Tanden	E106	ATTACHED GARAGE
1X1	E104	E-06	Tanden	E104	ATTACHED GARAGE
2X2	E206	E-07	Tandem		
2X2	E306	E-08	Tandem		
2X2	E318	E-09	Tandem		
2X2	E320	E-10	Tandem		
2X2	E216	E-11	Tandem		
3X2	E218	E-12	Tandem		
2X2	E323	E-13	Tandem		
1X1	E322	E-14	Tandem		
1X1	E304	E-15	Single		
2X2	G216	E-16	Single		
2X2	E321	E-17	Single		
3X2	E118	E-18	Tanden	E118	ATTACHED GARAGE
2X2	E207	E-19	Tandem		
3X2	E208	E-20	Tandem		
2X2	E120	E-21	Tanden	E120	ATTACHED GARAGE

1X1	E122	E-22	Tanden	E122	ATTACHED GARAGE
2X2	E310	E-23	Tandem		
2X2	G307	E-24	Tandem		
2X2	D312	E-25	Tandem		
2X2	D306	E-26	Single		
2X2	F207	E-27	Single		
1X1	E225	E-28	Tandem		
2X2	E218	E-29	Tandem		
2X2	E221	E-30	Tandem		
2X2	E220	E-31	Tandem		
1X1	E227	E-32	Tandem		

Building F

	Apartment#	Garage#	Type	Apt Attached	Notes
1X1	F201	F-01	Single		
3X2	F108	F-02	Tanden	F108	ATTACHED GARAGE
2X2	F216	F-03	Tandem		
2X2	F318	F-04	Tandem		
2X2	F106	F-05	Tanden	F106	ATTACHED GARAGE
1X1	F104	F-06	Tanden	F104	ATTACHED GARAGE
2X2	G308	F-07	Tandem		
2X2	F210	F-08	Tandem		
2X2	G320	F-09	Tandem		
1X1	F222	F-10	Tandem		
3X2	F218	F-11	Tandem		
2X2	F306	F-12	Tandem		
2X2	F223	F-13	Tandem		
2X2	F220	F-14	Tandem		
2X2	F206	F-15	Single		
1X1	G201	F-16	Single		
1X1	F322	F-17	Single		
3X2	F118	F-18	Tanden	F118	ATTACHED GARAGE
2X2	F310	F-19	Tandem		
2X2	F307	F-20	Tandem		
2X2	F120	F-21	Tanden	F120	ATTACHED GARAGE
1X1	F122	F-22	Tandem		
2X2	F205	F-23	Tandem		
1X1	F116	F-24	Tandem		
2X2	F321	F-25	Tandem		
3X2	G208	F-26	Tandem		
2X2	F305	F-27	Tandem		
1X1	F110	F-28	Single		
1X1	G304	F-29	Single		

Building G

	Apartment#	Garage#	Type	Apt Attached	Notes
1X1	G203	G-01	Single		
3X2	G108	G-02	Tanden	G108	ATTACHED GARAGE
2X2	G321	G-03	Tandem		
2X2	G207	G-04	Tandem		
2X2	G106	G-05	Tanden	G106	ATTACHED GARAGE
1X1	G104	G-06	Tanden	G104	ATTACHED GARAGE
2X2	G205	G-07	Tandem		
3X2	G218	G-08	Tandem		
2X2	F316	G-09	Tandem		
2X2	G206	G-10	Tandem		
2X2	G310	G-11	Tandem		
2X2	G216	G-12	Tandem		
1X1	G322	G-13	Tandem		
2X2	G305	G-14	Tandem		
1X1	G110	G-15	Single		
2X2	F221	G-16	Single		
1X1	G222	G-17	Single		
3X2	G118	G-18	Tanden	G118	ATTACHED GARAGE
2X2	G210	G-19	Tandem		
2X2	G316	G-20	Tandem		
2X2	G120	G-21	Tanden	G120	ATTACHED GARAGE
1X1	G122	G-22	Tanden	G122	ATTACHED GARAGE
2X2	G323	G-23	Tandem		
1X1	F204	G-24	Tandem		
2X2	G221	G-25	Tandem		
2X2	G223	G-26	Tandem		
2X2	G220	G-27	Single		
3X2	G208	G-28	Single		
2X2	G306	G-29	Single		

Building H

	Apartment#	Garage#	Type	Apt Attached	Notes
1X1	H110	H-01	Single		
3X2	H108	H-02	Tanden	H108	ATTACHED GARAGE
2X2	H307	H-03	Tandem		
2X2	H220	H-04	Tandem		
2X2	H106	H-05	Tanden	H106	ATTACHED GARAGE
1X1	H104	H-06	Tanden	H104	ATTACHED GARAGE
2X2	H221	H-07	Tandem		
2X2	H320	H-08	Tandem		
1X1	H201	H-09	Tandem		
2X2	H305	H-10	Tandem		
1X1	H116	H-11	Tandem		
2X2	H308	H-12	Tandem		
2X2	H216	H-13	Tandem		

3X2	H208	H-14	Tandem		
1X1	H222	H-15	Single		
3X2	H218	H-16	Single		
2X2	H316	H-17	Single		
3X2	H118	H-18	Tanden	H118	ATTACHED GARAGE
2X2	H205	H-19	Tandem		
2X2	H307	H-20	Tandem		
2X2	H120	H-21	Tanden	H120	ATTACHED GARAGE
1X1	H122	H-22	Tanden	H122	ATTACHED GARAGE
2X2	H310	H-23	Tandem		
2X2	H321	H-24	Tandem		
2X2	H323	H-25	Tandem		
2X2	H318	H-26	Tandem		
2X2	H210	H-27	Tandem		
2X2	H306	H-28	Single		
2X2	H223	H-29	Single		

Building I

	Apartment#	Garage#	Type	Apt Attached	Notes
2X2	I216	I-01	Single		
3X2	I108	I-02	Tanden	I108	ATTACHED GARAGE
2X2	I223	I-03	Tandem		
2X2	I206	I-04	Tandem		
2X2	I106	I-05	Tanden	I106	ATTACHED GARAGE
1X1	I104	I-06	Tanden	I104	ATTACHED GARAGE
1X1	I203	I-07	Tandem		
2X2	I316	I-08	Tandem		
2X2	I221	I-09	Tandem		
2X2	I310	I-10	Tandem		
3X2	I218	I-11	Tandem		
2X2	I210	I-12	Tandem		
2X2	I308	I-13	Tandem		
2X2	I307	I-14	Tandem		
1X1	H322	I-15	Single		
1X1	I322	I-16	Single		
2X2	I321	I-17	Single		
3X2	I118	I-18	Tanden	I118	ATTACHED GARAGE
2X2	I318	I-19	Tandem		
2X2	I207	I-20	Tandem		
2X2	I120	I-21	Tanden	I120	ATTACHED GARAGE
1X1	I122	I-22	Tanden	I122	ATTACHED GARAGE
2X2	I220	I-23	Tandem		
2X2	I323	I-24	Tandem		
	MAINT	I-25	Tandem		
2X2	H206	I-26	Tandem		
2X2	I205	I-27	Tandem		

2X2	I304	I-28	Single
1X1	I201	I-29	Single

Building J

	Apartment#	Garage#	Type	Apt Attached	Notes
1X1	J110	J-01	Single		
3X2	J108	J-02	Tandem		
1X1	J203	J-03	Tandem		
2X2	J207	J-04	Tandem		
2X2	J106	J-05	Tanden	J106	ATTACHED GARAGE
1X1	J104	J-06	Tanden	J104	ATTACHED GARAGE
2X2	J316	J-07	Tandem		
3X2	J208	J-08	Tandem		
2X2	J321	J-09	Tandem		
1X1	H204	J-10	Single		
1X1	J322	J-11	Single		
2X2	J308	J-12	Tandem		
2X2	J205	J-13	Tandem		
2X2	J305	J-14	Tandem		
2X2	J323	J-15	Tandem		
2X2	J210	J-16	Tandem		
2X2	J220	J-17	Single		
3X2	J118	J-18	Tanden	J118	ATTACHED GARAGE
1X1	J116	J-19	Tandem		
2X2	J320	J-20	Tandem		
2X2	J120	J-21	Tanden	J120	ATTACHED GARAGE
1X1	J122	J-22	Tanden	J122	ATTACHED GARAGE
1X1	H304	J-23	Tandem		
2X2	J223	J-24	Tandem		
3X2	J218	J-25	Tandem		
2X2	J318	J-26	Tandem		
2X2	J216	J-27	Tandem		
2X2	J306	J-28	Tandem		
2X2	K320	J-29	Tandem		
2X2	K321	J-30	Tandem		
1X1	J201	J-31	Single		
1X1	J227	J-32	Single		

Building K

	Apartment#	Garage#	Type	Apt Attached	Notes
2X2	K305	K-01	Single		
	MAINTENANCE	K-02	Single	IRMA	
2X2	K314	K-03	Single		
3X2	K108	K-04	Tanden	K108	ATTACHED GARAGE
3X2	K208	K-05	Tandem		

2X2	K307	K-06	Tandem		
2X2	K106	K-07	Tanden	K106	ATTACHED GARAGE
1X1	K104	K-08	Tanden	K104	ATTACHED GARAGE
2X2	K312	K-09	Tandem		
2X2	K212	K-10	Tandem		
2X2	K223	K-11	Tandem		
1X1	K310	K-12	Single		
1X1	K203	K-13	Single		
1X1	K110	K-14	Single		
1X1	K204	K-15	Single		
2X2	K221	K-16	Single		
1X1	K316	K-17	Single		
1X1	J304	K-18	Single		
1X1	K216	K-19	Single		
2X2	K220	K-20	Single		
1X1	K116	K-21	Single		
3X2	K118	K-22	Tanden	K118	ATTACHED GARAGE
2X1	K318	K-23	Tandem		
2X2	K207	K-24	Tandem		
2X2	K120	K-25	Tanden	K120	ATTACHED GARAGE
1X1	K122	K-26	Tanden	K122	ATTACHED GARAGE
2X2	K214	K-27	Tandem		
2X2	K308	K-28	Tandem		
2X2	K205	K-29	Tandem		
1X1	I116	K-30	Single		
1X1	I110	K-31	Single		
2X2	I320	K-32	Single		
2X2	K206	K-33	Single		
1X1	J222	K-34	Single		
2X2	J206	K-35	Single		
1X1	J204	K-36	Single		

Building L

	Apartment#	Garage#	Type	Apt Attached	Notes
2X2	L108	L-01	Tandem		
2X2	N307	L-02	Tandem		
2X2	k306	L-03	Tandem		
2X2	L206	L-04	Tandem		
2X2	L305	L-05	Tandem		
2X2	L106	L-06	Tanden	L-106	ATTACHED GARAGE
1X1	L104	L-07	Tanden	L-104	ATTACHED GARAGE
2X2	L308	L-08	Tandem		
2X2	L306	L-09	Tandem		
2X2	N305	L-10	Tandem		
2X2	L208	L-11	Single		
1X1	L304	L-12	Single		

2X2	L207	L-13	Single
2X2	L205	L-14	Single
1X1	L204	L-15	Single

Building M

	Apartment#	Garage#	Type	Apt Attached	Notes
3X2	M118	M-01	Tanden	M-118	ATTACHED GARAGE
3x2	M218	M-02	Tandem		
2x2	M220	M-03	Tandem		
2X2	M120	M-04	Tanden	M120	ATTACHED GARAGE
1X1	M122	M-05	Tanden	M122	ATTACHED GARAGE
2x2	M323	M-06	Tandem		
2x2	M205	M-07	Tandem		
2x2	M223	M-08	Tandem		
1x1	M210	M-09	Single		
2x2	M320	M-10	Single		
1x1	M222	M-11	Single		
1x1	M304	M-12	Single		
1X1	K203	M-13	Single		
1x1	OPEN	M-14	Single		
1X1	M104	M-15	Tanden	M104	ATTACHED GARAGE
2x2	M321	M-16	Tandem		
3x2	M108	M-17	Tandem		
3x2	M308	M-18	Tandem		
	OPEN	M-19	Single		
1x1	M316	M-20	Single		
1X1	M110	M-21	Single		
	MAINT	M-22	Single		
1x1	M322	M-23	Single		
1X1	M116	M-24	Single		

Building N

	Apartment#	Garage#	Type	Apt Attached	Notes
2X2	N104	N-01	Single		
2X2	N204	N-02	Single		
1X1	M310	N-03	Single		
1X1	N208	N-04	Single		
2X2	N304	N-05	Single		
2X2	N106	N-06	Single	N106	ATTACHED GARAGE
1X1	N108	N-07	Single	N108	ATTACHED GARAGE
1X1	N308	N-08	Single		
2X2	N306	N-09	Single		
3X2	M208	N-10	Single		
2X2	N207	N-11	Single		
3X2	M208	N-12	Single		

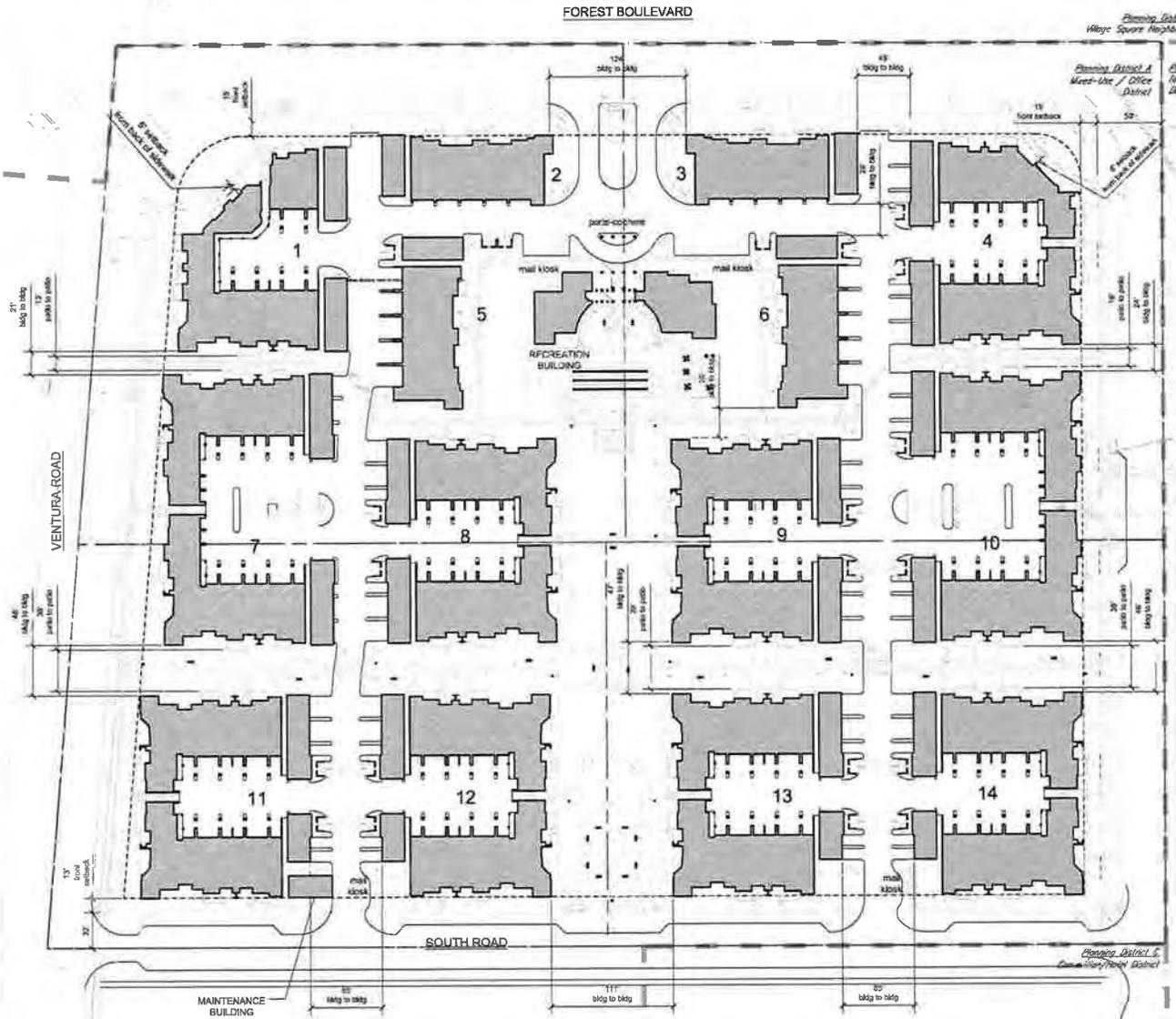
	OPEN	N-13	Single
2X2	M305	N-14	Single
1X1	M216	N-15	Single

Spaces

	Apartment#	Space#	Type	Notes
	FUTURE RES	1	OFFICE	
	FUTURE RES	2	OFFICE	
	FUTURE RES	3	OFFICE	
	FUTURE RES	4	OFFICE	
	FUTURE RES	5	OFFICE	
	X	6	SPACE	
	X	7	SPACE	
	OPEN	8	SPACE	
1X1	D203	9		
2X2	G216	10		
	X	11	Handicap	
	X	12	Handicap	
2X2	F206	13		
	OPEN	14		
1X1	A308	15		
2X2	B207	16		
1X1	D201	17		
1X1	G204	18		
2X2	A205	19		
1X1	E116	20		
1X1	E201	21		
1X1	E222	22		
	X	23	Handicap	
	X	24	Handicap	
2X2	G320	25		
2X2	D323	26		
2X2	K305	27		
1X1	K322	28		
	X	29	Handicap	
1X1	K225	30		
2X2	K223	31		
2X2	K221	32		
1X1	K222	33		
1X1	K201	34		
	OPEN	35		
2X2	K223	36		
1X1	I204 (temp parkir	37		
1X1	J225	38		
1X1	K322	39		
	X	40	Handicap	

1X1	K227	41
1X1	K304	42
2X2	N207	43 GYM
2X2	N306	44 GYM
	X	45 Handicap
	X	46 Handicap

Attachment B
Serenade Site Plan



PROJECT SUMMARY

RESIDENTIAL
 14 residential multi-family buildings
 1 recreation building
 1 maintenance building

400 residential units
 0 affordable units
 Building type A = Building # 8, 9
 Building type B = Building # 11, 12, 13, 14
 Building type C = Building # 7, 10
 Building type D = Building # 2, 3, 5, 6
 Building type E = Building # 4
 Building type F = Building # 1

Average building height = 35'

PARKING
 Required
 1 x 138 1-bdr units = 138
 1.5 x 225 2-bdr units = 337.5
 2 x 39 3-bdr units = 78
 Total required = 551.5 spaces

Provided
 368 garages (10'-6" x 20'-0" min.)
 244 tandem (on garage driveway)
 46 on-site surface
 22 parallel on Forest Boulevard
 18 parallel on Oxnard Boulevard
 22 parallel on South Road
 Total provided = 720 spaces

SITE
 Setback
 Front = 15' at Forest, Oxnard & Ventura Boulevards
 Front = 13' at South Road

Lot Coverage
 Building = 38%
 Paving = 30%
 Landscape = 32%

----- LINE OF SETBACK



VICINITY MAP

ALI - CONCEPTUAL SITE PLAN



RP Apartments Ventures, LLC
 304 South Broadway
 Suite 400
 Los Angeles, CA 90013

RP Apartments - 400
Oxnard, California

KTGY GROUP, INC.
 ARCHITECTURE PLANNING
 17992 MITCHELL SOUTH
 IRVINE, CALIFORNIA 92614
 (949) 851-2133 FAX (949) 851-0108
 © 1998 ALL RIGHTS RESERVED

KTGY NO. 2004958

11/07/2005

Appendix C

Sonata Residential Development Parking Management Plan

Parking Management Plan

Sonata Residential Development

PZ 10-200-11

KOH 12-17, LLC / E.D. 2, LLC and the City of Oxnard

June 2, 2011

This plan describes actions to be taken by KOH 12-17 LLC and E.D. 2, LLC and onsite property managers (the Owner) and the City of Oxnard (the City) to manage on- and off-street parking in the Sonata residential development in the in the RiverPark Specific Plan. The plan specifies a series of parking management strategies that will ensure that parking is well managed and supports the overall goals of the Specific Plan. This plan recognizes that Smart Growth communities require active parking management to ensure that they are implemented as intended. It further recognizes that Owner/City cooperation is an effective way of addressing parking management issues. Finally, the plan is based on the notion that parking management is not a one-time event; it outlines actions to be implemented by the Owner and the City on a continuing basis.

All actions listed below are implemented by the Owner unless the City is indicated as the implementing entity.

1) On-Site Parking

a) Resident Vehicle Ownership

- i. Each lease will specify the number of spaces allocated to each unit and allowed to be parked on-site. The number of spaces allocated shall not exceed the total resident (non-visitor) parking supply, unless permission is provided by the City.
- ii. Resident placards or stickers will be issued based on lease allocation. These placards or stickers shall be displayed by all resident vehicles parked on the site.

b) Resident Parking Location

- i. Each lease will specify the location of assigned resident parking space(s).
- ii. Attachment A shows an allocation of resident and visitor parking to specific units. To ensure that the parking resource is used in the most efficient manner, the Owner has the right to revise the allocation. For example, if a unit is rented to a household with no vehicles, a reallocation could be done to use the unused space for other residents or visitors. The allocation includes the assignment of some of the 0.5 space per unit visitor requirement to units.
- iii. Residents are prohibited from using other tenants' parking, unless by mutual agreement and with the approval of the Owner. Such an arrangement would be approved only if the number of cars parked by the other tenant was less than their parking space allotment in their lease.

- iv. Lease signatories will acknowledge the following provisions concerning on-street and other off-site parking rules:
 - a. Residents will report vehicle license numbers for all the vehicles operated by all residents of the unit and will update property management on any changes in vehicles.
 - b. The total number of vehicles parked per unit will not exceed the number specified in the lease, unless approved under Section 3b of this plan.
 - c. Residents agree to not park vehicles on local streets or in other off-street facilities (unless written agreement is provided under Section 3b).
 - d. Residents agree to use the garage spaces that are allocated to them for parking operational vehicles. Storage and other uses of garages are prohibited.
 - e. Residents agree to not park in spaces designated for unassigned visitor parking.

c) Visitor Parking

- i. Visitor parking requirements are not defined in the RiverPark Specific Plan, other than the acknowledgement that curbside parking may be used for visitor parking purposes. The Owner is providing spaces to meet the general Oxnard code requirements for visitor parking through a combination of on-street spaces on the blockfaces surrounding the project, unassigned visitor on-site spaces, and assigned visitor on-site spaces.
- ii. Visitors may only park in unassigned on-street and on-site visitor parking spaces. They may also park in any visitor spaces that are assigned to the tenant they are visiting.
- iii. Lease provisions will obligate residents to inform their visitors of the rules concerning visitor parking.
- iv. Signage at the entries to the project will explain and direct visitors to the three types of visitor parking – on-street, on-site unassigned visitor parking, and visitor parking assigned to units (should they be visiting that particular unit). All unassigned on-site visitor parking shall be marked with “Visitor Parking Only”. Visitor parking that is assigned to specific units in tandem parking arrangements shall be signed, “Visitor Parking for Unit _”.
- v. Visitors parking for *more* than four consecutive hours must display a visitor permit obtained from the Owner’s office. Permits must be dated and are valid for 24 hours. Permits for off-street visitor parking are issued by the Owner’s property manager’s office up to the total number of off-street visitor parking spaces associated with the project. Off-street visitor parking permits shall show the license plate number of the visitor and shall be checked by the Owner against the reported license number for all the vehicles operating by the tenant. This is intended to prevent residents from applying for visitor parking permits for their vehicles. Leases can specify a maximum number of visitor parking issuances, if desired.
- vi. The Owner will monitor visitor parking activities and prepare an annual report indicating the efficacy of the management arrangements. If additional management techniques are required, a revised parking management plan will be developed in cooperation with the City. It may include provisions such as:
 - a) Mandatory check-in of all visitors at the project management office (instead of only those parking more than four hours).
 - b) Negotiated temporary use of off-site parking at nearby commercial developments during peak visitor times, such as a holiday period when an office development’s parking is largely vacant.
 - c) Use of valet parking during peak visitor times. Such valet parking could double stack vehicles in certain locations on-site or use nearby offsite commercial parking through arrangements property owners.

- d) Arrangements with transit providers for shuttle service to available parking locations outside the RiverPark development.

d) Phasing

- i. If a multiple projects develop in a sequence in a way the does not meet code requirements in the first phase, the Owner will provide temporary parking to meet the RiverPark code. Such parking can be provided on an adjacent site or on-street facilities, subject to the approval of the City.

e) Enforcement

- i. The Owner will conduct regular inspection of parking areas for compliance with no parking areas, space use, and permits for visitors for more than 4 hours. Inspection techniques may include garage inspections, recording license plate numbers to monitor the duration of parking in visitor spaces, notice and towing of illegal parking locations, and other appropriate measures.
- ii. The Owner will develop and implement a progressive enforcement program that includes courtesy notices, vehicle towing, and remedies that are part of the lease.

f) Tenant Relations

- i. Leasing protocols and tenant orientation will explain parking policies and their role in supporting a Smart Growth community.
- ii. Procedures will be established for promptly addressing resident complaints about parking “poaching”, blocking garages, or other violations of parking policy.
- iii. The Owner will provide regular marketing/education in resident newsletters about parking rules and procedures.

2) On-Street Parking Designated for Use by Sonata Visitors

These provisions concern the spaces designated for visitor parking on the on-street parking surrounding a project’s block faces.

a) Curb Striping and Signage

- i. The Owner/City will provide curb striping and/or equivalent signage indicating parking time limits, all areas where parking is prohibited, and other rules concerning parking in consultation with the City Traffic Engineer. Attachment B shows the location of on-street parking.

b) Limitations on On-Street Visitor Parking

- i. The City will adopt on-street parking regulations that ensure that on-street visitor parking is used in the method intended by the Specific Plan. Those regulations will have the effect of preventing residents of the multi-family housing or other nearby projects from occupying parking intended for visitor parking. The City will adopt one of the follow enforcement mechanisms, based on the need, their own objectives, and enforcement protocols:

- a. Option 1 - Ban overnight parking from 2:00 AM to 6:00 AM (or other similar time frame) unless the car displays a 24-hour visitor parking permit issued by the development. This procedure requires one check by enforcement personnel during the overnight period.
 - b. Option 2 – Establish a 4-hour parking time limit for on-street parking in the RiverPark Specific Plan area. This time limit will apply 24 hours per day. Vehicles parked for more than four hours will be ticketed unless they display a 24-hour visitor permit from the development. This requires tire chalking or manual or automated license plate recording to identify those vehicles parked for more than 4 hours.
 - c. Option 3 – Install multi-space parking meters for on-street spaces, with a pricing scheme that discourages long-term parking. For example, the parking charge could be \$0.25 per hour for the first four hours and \$0.50 per hour beyond that point. Enforcement would be by periodic readouts from the multi-space parking meters.
- ii. Visitor permits for on-street visitor parking are issued by the Owner’s property manager’s office up to the total number of on-street visitor parking spaces associated with the project. Those permits are issued for the purpose of visiting a resident of that development and shall be good for 24 hours. On-street visitor parking permits shall show the license plate number of the visitor and shall be checked by the Owner against the reported license number for all the vehicles operating by the tenant. This is intended to prevent residents from applying for visitor parking permits for their vehicles. Leases can specify a maximum number of visitor parking issuances per month if desired.

c) Enforcement

- i. The City or its designated parking enforcement entity will regularly enforce on-street parking rules.

3) Other Off-Street Parking

a) Signage and Enforcement

- i. Property owners of adjacent properties will post parking rules and restrictions and/or time limits to warn residents and visitors to not use those spaces. Enforcement is by the respective property owner.

b) Voluntary Agreements

- i. Should adjacent commercial property owners wish to rent excess evening or weekend parking spaces to residents, such arrangements would be permitted. An example arrangement would be an office building offering parking to tenants of neighboring residential developments between 6 PM and 8 AM on weekdays and on weekends.

4) Other On-Street Parking

The City will adopt similar on-street parking rules for the entire Village Square Neighborhood Development, using one of the tools identified in section 2b, above. These tools may be used in combination. For example, parking meters could be used in areas adjacent to the retail

development, with time limits or overnight parking prohibitions in residential areas. On-street parking regulations may be extended to other RiverPark neighborhoods as needed, in consultation with community members and local businesses. The City currently has permit parking districts in three residential areas. These districts were created in response to community request, providing a precedent and procedures for such a parking management technique.

5) Coordination between the Owner and the City

The Owner and the City will designate a contact person in each organization with responsibility for coordinating parking management actions and responding to parking issues that may arise.

The Owner and City will conduct an annual review of parking management implementation based on a report from the Owner and City information. Adjustments may be made to the Parking Management Plan, such as those outlined in Section 1.d.vi.

The Owner agrees to participate in a RiverPark-wide parking management organization, should one be developed.

ATTACHMENT A

SPACE ALLOCATION TO UNITS (Sonota and Tempo Projects)

Unit	Parking	Beds	Required				Parking Type Assigned					Total Provided	Meets reqm't?	Guest Parking Notes	Chk	On-Site	Street	
			Resident	Guest		Total	Single Gar.	Gar. w/ drive	Car Port	Surf. w/in Rec area	HC							Street
			Spec Pln	City Code	City Code	SP + Code												
SONATA																		
S 101	G1	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 102	G6	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 103	G7	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 104	G11	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 112	C12	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On-site	OK		
S 113	G23	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 114	G24	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 201	G2	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 202	G3	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 203	G4	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 204	G5	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 205	G8	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 206	G9	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 207	G10	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 208	C1	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On-site	OK		
S 209	C2	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On-site	OK		
S 210	G12	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 211	G13	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 212	C3	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On-site	OK		
S 213	C4	2	1.5		0.5	2.0			1.0	1.0			2.0	Y	Assigned with unit	OK		
S 214	G14	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 215	G15	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 216	G16	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 217	G17	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 218	G18	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 219	G19	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 220	C5	2	1.5		0.5	2.0			1.0	1.0			2.0	Y	Assigned with unit	OK		
S 221	C6	2	1.5		0.5	2.0			1.0	1.0			2.0	Y	Assigned with unit	OK		
S 222	C7	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On street	OK		
S 223	C8	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On street	OK		
S 301	G20	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 302	G21	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 303	G22	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 304	G25	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 305	G26	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 306	G27	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 307	G28	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 308	C9	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On street	OK		
S 309	C10	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On street	OK		
S 310	G29	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 311	G30	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 312	C11	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On street	OK		
S 313	C13	2	1.5		0.5	2.0			1.0	1.0			2.0	Y	Assigned with unit	OK		
S 314	G31	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 315	G32	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 316	G33	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 317	G34	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 318	G35	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 319	G36	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 320	C14	2	1.5		0.5	2.0			1.0	1.0			2.0	Y	Assigned with unit	OK		
S 321	C15	2	1.5		0.5	2.0			2.0				2.0	Y	Tandem space assigned with unit	OK		
S 322	C16	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On street	OK		
S 323	C17	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On street	OK		
SONATA TOTAL							0.0	72.0	24.0	5.0	2.0	8.0	111.0				103.0	8.0

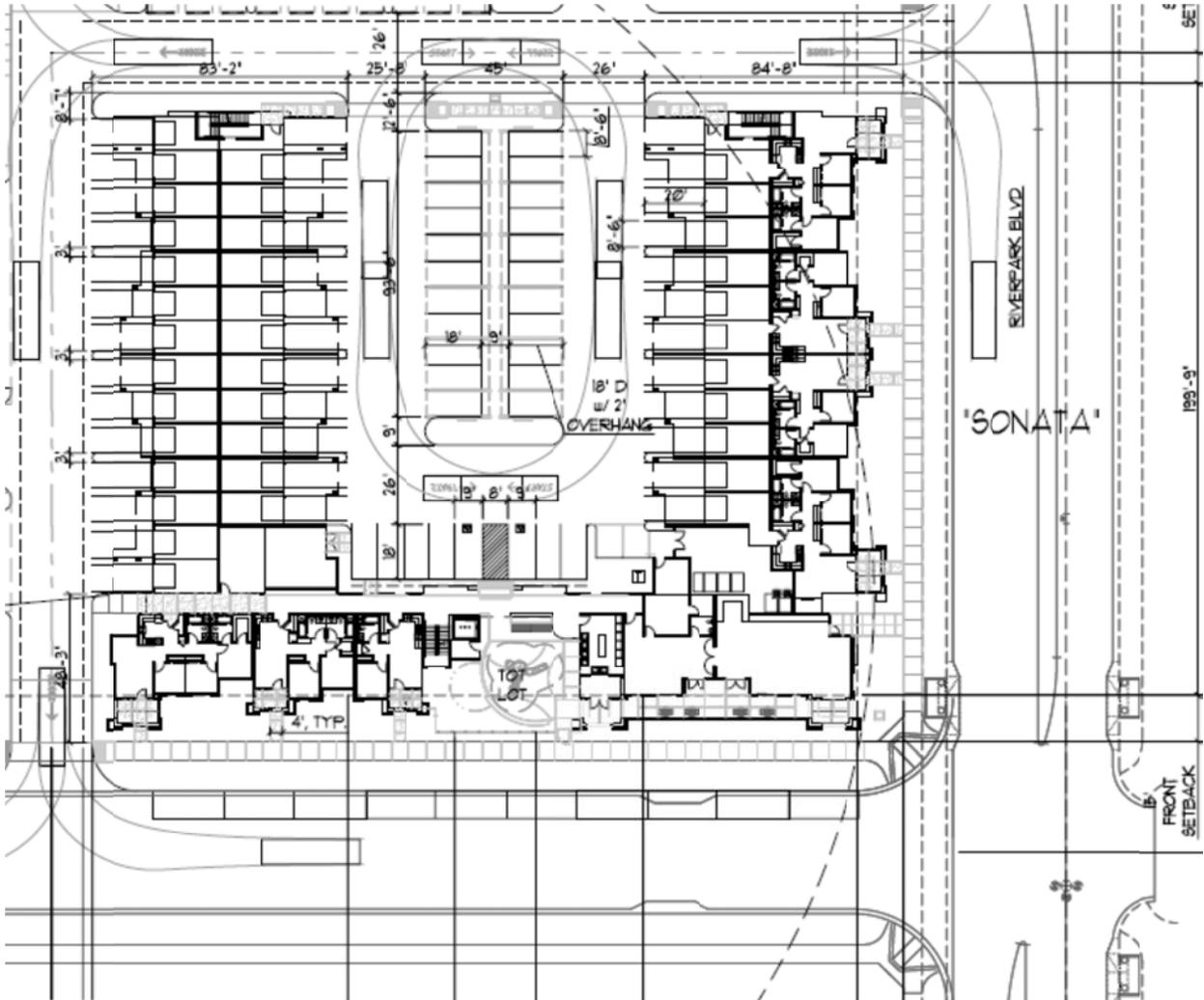
TEMPO																	
BLDGA																	
A 101	G1	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On-site	OK		
A 102	G4	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 103	G7	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 104	G11	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 105	G14	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 106	G18	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 107	G21	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 108	G25	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 109	G24	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On-site	OK		
A 110	G27	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 111	G26	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 112	G30	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 113	G34	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 114	G37	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 201	G2	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On-site	OK		
A 202	G3	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 203	G5	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 204	G6	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 205	G8	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 206	G9	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 207	G10	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 208	G12	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 209	G13	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On-site	OK		
A 210	G15	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 211	G16	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 212	G17	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 213	G19	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 214	G20	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 215	G41	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On street	OK		
A 216	G22	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 217	G42	1	1.0	1.0		2.0	1.0			1.0		2.0	Y	On street	OK		
A 218	G43	1	1.0	1.0		2.0	1.0			1.0		2.0	Y	On street	OK		
A 219	G44	1	1.0	1.0		2.0	1.0			1.0		2.0	Y	On street	OK		
A 220	G23	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 221	G45	1	1.0	1.0		2.0	1.0			1.0		2.0	Y	On street	OK		
A 222	G46	1	1.0	1.0		2.0	1.0			1.0		2.0	Y	On street	OK		
A 223	G52	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On street	OK		
A 224	G28	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 225	G29	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 226	G53	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On street	OK		
A 227	G54	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On street	OK		
A 228	G55	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On street	OK		
A 229	G56	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On street	OK		
A 230	C1	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 231	C2	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 232	C3	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
												0.0	Y		OK		
A 301	G2	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On street	OK		
A 302	G3	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 303	G5	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 304	G6	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 305	G8	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 306	G9	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 307	G10	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 308	G12	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 309	G13	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On street	OK		
A 310	G15	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 311	G16	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 312	G17	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 313	G19	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 314	G20	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 315	G41	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 316	G22	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 317	G42	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 318	G43	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 319	G44	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 320	G23	2	1.5	1.0		2.5	1.0		1.0	0.5		2.5	Y	On-site	OK		
A 321	G45	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 322	G46	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 323	G52	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 324	G28	2	1.5	1.0		2.5	1.0		1.0	0.5		2.5	Y	On-site	OK		
A 325	G29	2	1.5	1.0		2.5	1.0		1.0	0.5		2.5	Y	On-site	OK		
A 326	G53	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 327	G54	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 328	G55	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 329	G56	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 330	C1	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 331	C2	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 332	C3	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
															OK		
TEMPO BLDGA TOTAL							14.0	94.0	17.0	3.0	4.0	17.0	149.0		132.0	17.0	

C 101	G2	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 102	G6	1	1.0	1.0		2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 103	G8	1	1.0	1.0		2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 104	G11	1	1.0	1.0		2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 105	G12	1	1.0	1.0		2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 106	G13	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On-site	OK
C 107	G14	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 108	G17	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 109	G21	1	1.0	1.0		2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 110	G24	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 111	G27	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 112	G30	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On-site	OK
C 113	G31	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 114	G32	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 115	G35	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 116	G39	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 117	G42	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 201	G1	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 202	G3	1	1.0	1.0		2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 203	G54	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On-site	OK
C 204	G55	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On-site	OK
C 205	G56	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On-site	OK
C 206	G4	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On-site	OK
C 207	G5	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 208	G7	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 209	G57	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On-site	OK
C 210	G9	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 211	G10	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 212	G15	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On-site	OK
C 213	G16	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 214	G18	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 215	G19	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 216	G20	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 217	G22	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 218	G23	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 219	G58	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On-site	OK
C 220	G59	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On-site	OK
C 221	C1	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 222	C2	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 223	C3	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 224	C4	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 225	C5	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 226	C6	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 227	C7	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 228	G25	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 229	G26	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 230	C8	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 231	C9	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 232	C10	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 233	G28	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 234	C11	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 235	G29	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 236	G33	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 237	C12	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 301	G34	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 302	C13	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 303	C14	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 304	C15	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 305	C16	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 306	G36	3	2.0		0.5	2.5		2.0			0.5	2.5	Y	On street	OK
C 307	G37	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 308	G38	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 309	C17	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 310	G40	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 311	G41	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 312	G43	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On street	OK
C 313	G60	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 314	G61	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 315	G62	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 316	G63	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 317	G64	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 318	G65	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 319	C18	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 320	C19	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK

C	321	C20	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	322	C21	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	323	C22	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	324	C23	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	325	C24	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	326	C25	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	327	C26	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	328	G66	2	1.5		0.5	2.0		2.0				2.0		Y	Tandem space assigned with unit	OK			
C	329	G67	2	1.5		0.5	2.0		2.0				2.0		Y	Tandem space assigned with unit	OK			
C	330	C27	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	331	C28	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	332	C29	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	333	G68	2	1.5		0.5	2.0		2.0				2.0		Y	Tandem space assigned with unit	OK			
C	334	C30	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	335	G69	2	1.5		0.5	2.0		2.0				2.0		Y	Tandem space assigned with unit	OK			
C	336	G70	2	1.5		0.5	2.0		2.0				2.0		Y	Tandem space assigned with unit	OK			
C	337	G53	1	1.0	1.0		2.0		2.0				2.0		Y	Tandem space assigned with unit	OK			
TEMPO BLDG C TOTAL								6.0	110.0	30.0	0.0	5.0	16.0	167.0				151.0	16.0	
TOTAL				390.5	30.0	129.0	549.5	36.0	370.0	74.0	8.0	12.0	49.5	549.5				OK		
Surplus													3.5							
SONATA-TEMPO PROJECT TOTAL								36.0	370.0	74.0	8.0	12.0	53.0	553.0				500	49.5	

Attachment B

Sonata Site Plan



Appendix D

Tempo Residential Development Parking Management Plan

Parking Management Plan

Tempo Residential Development

PZ 10-200-13

KOH 12-17, LLC / E.D. 2, LLC and the City of Oxnard

June 2, 2011

This plan describes actions to be taken by KOH 12-17 LLC and E.D. 2, LLC and onsite property managers (the Owner) and the City of Oxnard (the City) to manage on- and off-street parking in the Tempo residential development in the in the RiverPark Specific Plan. The plan specifies a series of parking management strategies that will ensure that parking is well managed and supports the overall goals of the Specific Plan. This plan recognizes that Smart Growth communities require active parking management to ensure that they are implemented as intended. It further recognizes that Owner/City cooperation is an effective way of addressing parking management issues. Finally, the plan is based on the notion that parking management is not a one-time event; it outlines actions to be implemented by the Owner and the City on a continuing basis.

All actions listed below are implemented by the Owner unless the City is indicated as the implementing entity.

1) On-Site Parking

a) Resident Vehicle Ownership

- i. Each lease will specify the number of spaces allocated to each unit and allowed to be parked on-site. The number of spaces allocated shall not exceed the total resident (non-visitor) parking supply, unless permission is provided by the City.
- ii. Resident placards or stickers will be issued based on lease allocation. These placards or stickers shall be displayed by all resident vehicles parked on the site.

b) Resident Parking Location

- i. Each lease will specify the location of assigned resident parking space(s).
- ii. Attachment A shows an allocation of resident and visitor parking to specific units. To ensure that the parking resource is used in the most efficient manner, the Owner has the right to revise the allocation. For example, if a unit is rented to a household with no vehicles, a reallocation could be done to use the unused space for other residents or visitors. The allocation includes the assignment of some of the 0.5 space per unit visitor requirement to units.
- iii. Residents are prohibited from using other tenants' parking, unless by mutual agreement and with the approval of the Owner. Such an arrangement would be approved only if the number of cars parked by the other tenant was less than their parking space allotment in their lease.

- iv. Lease signatories will acknowledge the following provisions concerning on-street and other off-site parking rules:
 - a. Residents will report vehicle license numbers for all the vehicles operated by all residents of the unit and will update property management on any changes in vehicles.
 - b. The total number of vehicles parked per unit will not exceed the number specified in the lease, unless approved under Section 3b of this plan.
 - c. Residents agree to not park vehicles on local streets or in other off-street facilities (unless written agreement is provided under Section 3b).
 - d. Residents agree to use the garage spaces that are allocated to them for parking operational vehicles. Storage and other uses of garages are prohibited.
 - e. Residents agree to not park in spaces designated for unassigned visitor parking.

c) Visitor Parking

- i. Visitor parking requirements are not defined in the RiverPark Specific Plan, other than the acknowledgement that curbside parking may be used for visitor parking purposes. The Owner is providing spaces to meet the general Oxnard code requirements for visitor parking through a combination of on-street spaces on the blockfaces surrounding the project, unassigned visitor on-site spaces, and assigned visitor on-site spaces.
- ii. Visitors may only park in unassigned on-street and on-site visitor parking spaces. They may also park in any visitor spaces that are assigned to the tenant they are visiting.
- iii. Lease provisions will obligate residents to inform their visitors of the rules concerning visitor parking.
- iv. Signage at the entries to the project will explain and direct visitors to the three types of visitor parking – on-street, on-site unassigned visitor parking, and visitor parking assigned to units (should they be visiting that particular unit). All unassigned on-site visitor parking shall be marked with “Visitor Parking Only”. Visitor parking that is assigned to specific units in tandem parking arrangements shall be signed, “Visitor Parking for Unit _”.
- v. Visitors parking for *more* than four consecutive hours must display a visitor permit obtained from the Owner’s office. Permits must be dated and are valid for 24 hours. Permits for off-street visitor parking are issued by the Owner’s property manager’s office up to the total number of off-street visitor parking spaces associated with the project. Off-street visitor parking permits shall show the license plate number of the visitor and shall be checked by the Owner against the reported license number for all the vehicles operating by the tenant. This is intended to prevent residents from applying for visitor parking permits for their vehicles. Leases can specify a maximum number of visitor parking issuances, if desired.
- vi. The Owner will monitor visitor parking activities and prepare an annual report indicating the efficacy of the management arrangements. If additional management techniques are required, a revised parking management plan will be developed in cooperation with the City. It may include provisions such as:
 - a) Mandatory check-in of all visitors at the project management office (instead of only those parking more than four hours).
 - b) Negotiated temporary use of off-site parking at nearby commercial developments during peak visitor times, such as a holiday period when an office development’s parking is largely vacant.
 - c) Use of valet parking during peak visitor times. Such valet parking could double stack vehicles in certain locations on-site or use nearby offsite commercial parking through arrangements property owners.

- d) Arrangements with transit providers for shuttle service to available parking locations outside the RiverPark development.

d) Phasing

- i. If a multiple projects develop in a sequence in a way the does not meet code requirements in the first phase, the Owner will provide temporary parking to meet the RiverPark code. Such parking can be provided on an adjacent site or on-street facilities, subject to the approval of the City.

e) Enforcement

- i. The Owner will conduct regular inspection of parking areas for compliance with no parking areas, space use, and permits for visitors for more than 4 hours. Inspection techniques may include garage inspections, recording license plate numbers to monitor the duration of parking in visitor spaces, notice and towing of illegal parking locations, and other appropriate measures.
- ii. The Owner will develop and implement a progressive enforcement program that includes courtesy notices, vehicle towing, and remedies that are part of the lease.

f) Tenant Relations

- i. Leasing protocols and tenant orientation will explain parking policies and their role in supporting a Smart Growth community.
- ii. Procedures will be established for promptly addressing resident complaints about parking “poaching”, blocking garages, or other violations of parking policy.
- iii. The Owner will provide regular marketing/education in resident newsletters about parking rules and procedures.

2) On-Street Parking Designated for Use by Tempo Visitors

These provisions concern the spaces designated for visitor parking on the on-street parking surrounding a project’s block faces.

a) Curb Striping and Signage

- i. The Owner/City will provide curb striping and/or equivalent signage indicating parking time limits, all areas where parking is prohibited, and other rules concerning parking in consultation with the City Traffic Engineer. Attachment B shows the location of on-street parking.

b) Limitations on On-Street Visitor Parking

- i. The City will adopt on-street parking regulations that ensure that on-street visitor parking is used in the method intended by the Specific Plan. Those regulations will have the effect of preventing residents of the multi-family housing or other nearby projects from occupying parking intended for visitor parking. The City will adopt one of the follow enforcement mechanisms, based on the need, their own objectives, and enforcement protocols:

- a. Option 1 - Ban overnight parking from 2:00 AM to 6:00 AM (or other similar time frame) unless the car displays a 24-hour visitor parking permit issued by the development. This procedure requires one check by enforcement personnel during the overnight period.
 - b. Option 2 – Establish a 4-hour parking time limit for on-street parking in the RiverPark Specific Plan area. This time limit will apply 24 hours per day. Vehicles parked for more than four hours will be ticketed unless they display a 24-hour visitor permit from the development. This requires tire chalking or manual or automated license plate recording to identify those vehicles parked for more than 4 hours.
 - c. Option 3 – Install multi-space parking meters for on-street spaces, with a pricing scheme that discourages long-term parking. For example, the parking charge could be \$0.25 per hour for the first four hours and \$0.50 per hour beyond that point. Enforcement would be by periodic readouts from the multi-space parking meters.
- ii. Visitor permits for on-street visitor parking are issued by the Owner’s property manager’s office up to the total number of on-street visitor parking spaces associated with the project. Those permits are issued for the purpose of visiting a resident of that development and shall be good for 24 hours. On-street visitor parking permits shall show the license plate number of the visitor and shall be checked by the Owner against the reported license number for all the vehicles operating by the tenant. This is intended to prevent residents from applying for visitor parking permits for their vehicles. Leases can specify a maximum number of visitor parking issuances per month if desired.

c) Enforcement

- i. The City or its designated parking enforcement entity will regularly enforce on-street parking rules.

3) Other Off-Street Parking

a) Signage and Enforcement

- i. Property owners of adjacent properties will post parking rules and restrictions and/or time limits to warn residents and visitors to not use those spaces. Enforcement is by the respective property owner.

b) Voluntary Agreements

- i. Should adjacent commercial property owners wish to rent excess evening or weekend parking spaces to residents, such arrangements would be permitted. An example arrangement would be an office building offering parking to tenants of neighboring residential developments between 6 PM and 8 AM on weekdays and on weekends.

4) Other On-Street Parking

The City will adopt similar on-street parking rules for the entire Village Square Neighborhood Development, using one of the tools identified in section 2b, above. These tools may be used in combination. For example, parking meters could be used in areas adjacent to the retail

development, with time limits or overnight parking prohibitions in residential areas. On-street parking regulations may be extended to other RiverPark neighborhoods as needed, in consultation with community members and local businesses. The City currently has permit parking districts in three residential areas. These districts were created in response to community request, providing a precedent and procedures for such a parking management technique.

5) Coordination between the Owner and the City

The Owner and the City will designate a contact person in each organization with responsibility for coordinating parking management actions and responding to parking issues that may arise.

The Owner and City will conduct an annual review of parking management implementation based on a report from the Owner and City information. Adjustments may be made to the Parking Management Plan, such as those outlined in Section 1.d.vi.

The Owner agrees to participate in a RiverPark-wide parking management organization, should one be developed.

ATTACHMENT A

SPACE ALLOCATION TO UNITS (Sonota and Tempo Projects)

Unit	Parking	Beds	Required				Parking Type Assigned					Total Provided	Meets reqm't?	Guest Parking Notes	Chk	On-Site	Street	
			Resident	Guest		Total	Single Gar.	Gar. w/ drive	Car Port	Surf. w/in Rec area	HC							Street
			Spec Pln	City Code	City Code	SP + Code												
SONATA																		
S 101	G1	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 102	G6	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 103	G7	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 104	G11	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 112	C12	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On-site	OK		
S 113	G23	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 114	G24	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 201	G2	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 202	G3	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 203	G4	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 204	G5	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 205	G8	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 206	G9	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 207	G10	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 208	C1	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On-site	OK		
S 209	C2	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On-site	OK		
S 210	G12	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 211	G13	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 212	C3	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On-site	OK		
S 213	C4	2	1.5		0.5	2.0			1.0	1.0			2.0	Y	Assigned with unit	OK		
S 214	G14	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 215	G15	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 216	G16	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 217	G17	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 218	G18	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 219	G19	3	2.0		0.5	2.5		2.0	0.5				2.5	Y	On-site	OK		
S 220	C5	2	1.5		0.5	2.0			1.0	1.0			2.0	Y	Assigned with unit	OK		
S 221	C6	2	1.5		0.5	2.0			1.0	1.0			2.0	Y	Assigned with unit	OK		
S 222	C7	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On street	OK		
S 223	C8	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On street	OK		
S 301	G20	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 302	G21	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 303	G22	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 304	G25	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 305	G26	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 306	G27	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 307	G28	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 308	C9	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On street	OK		
S 309	C10	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On street	OK		
S 310	G29	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 311	G30	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 312	C11	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On street	OK		
S 313	C13	2	1.5		0.5	2.0			1.0	1.0			2.0	Y	Assigned with unit	OK		
S 314	G31	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 315	G32	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 316	G33	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 317	G34	2	1.5		0.5	2.0		2.0					2.0	Y	Tandem space assigned with unit	OK		
S 318	G35	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 319	G36	3	2.0		0.5	2.5		2.0			0.5		2.5	Y	On street	OK		
S 320	C14	2	1.5		0.5	2.0			1.0	1.0			2.0	Y	Assigned with unit	OK		
S 321	C15	2	1.5		0.5	2.0			2.0				2.0	Y	Tandem space assigned with unit	OK		
S 322	C16	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On street	OK		
S 323	C17	1	1.0		0.5	1.5			1.0		0.5		1.5	Y	On street	OK		
SONATA TOTAL							0.0	72.0	24.0	5.0	2.0	8.0	111.0				103.0	8.0

TEMPO																	
BLDGA																	
A 101	G1	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On-site	OK		
A 102	G4	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 103	G7	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 104	G11	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 105	G14	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 106	G18	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 107	G21	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 108	G25	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 109	G24	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On-site	OK		
A 110	G27	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 111	G26	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 112	G30	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 113	G34	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 114	G37	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 201	G2	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On-site	OK		
A 202	G3	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 203	G5	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 204	G6	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 205	G8	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 206	G9	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 207	G10	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 208	G12	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 209	G13	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On-site	OK		
A 210	G15	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 211	G16	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 212	G17	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 213	G19	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 214	G20	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 215	G41	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On street	OK		
A 216	G22	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 217	G42	1	1.0	1.0		2.0	1.0			1.0		2.0	Y	On street	OK		
A 218	G43	1	1.0	1.0		2.0	1.0			1.0		2.0	Y	On street	OK		
A 219	G44	1	1.0	1.0		2.0	1.0			1.0		2.0	Y	On street	OK		
A 220	G23	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 221	G45	1	1.0	1.0		2.0	1.0			1.0		2.0	Y	On street	OK		
A 222	G46	1	1.0	1.0		2.0	1.0			1.0		2.0	Y	On street	OK		
A 223	G52	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On street	OK		
A 224	G28	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 225	G29	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 226	G53	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On street	OK		
A 227	G54	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On street	OK		
A 228	G55	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On street	OK		
A 229	G56	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On street	OK		
A 230	C1	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 231	C2	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 232	C3	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 301	G2	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On street	OK		
A 302	G3	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 303	G5	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 304	G6	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 305	G8	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 306	G9	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 307	G10	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 308	G12	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 309	G13	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On street	OK		
A 310	G15	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 311	G16	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 312	G17	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 313	G19	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 314	G20	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 315	G41	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 316	G22	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK		
A 317	G42	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 318	G43	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 319	G44	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 320	G23	2	1.5	1.0		2.5	1.0		1.0	0.5		2.5	Y	On-site	OK		
A 321	G45	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 322	G46	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 323	G52	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 324	G28	2	1.5	1.0		2.5	1.0		1.0	0.5		2.5	Y	On-site	OK		
A 325	G29	2	1.5	1.0		2.5	1.0		1.0	0.5		2.5	Y	On-site	OK		
A 326	G53	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 327	G54	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 328	G55	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 329	G56	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 330	C1	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 331	C2	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
A 332	C3	1	1.0		0.5	1.5		1.0		0.5		1.5	Y	On street	OK		
TEMPO BLDGA TOTAL																	
							14.0	94.0	17.0	3.0	4.0	17.0	149.0			132.0	17.0

C 101	G2	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 102	G6	1	1.0	1.0		2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 103	G8	1	1.0	1.0		2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 104	G11	1	1.0	1.0		2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 105	G12	1	1.0	1.0		2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 106	G13	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On-site	OK
C 107	G14	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 108	G17	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 109	G21	1	1.0	1.0		2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 110	G24	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 111	G27	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 112	G30	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On-site	OK
C 113	G31	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 114	G32	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 115	G35	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 116	G39	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 117	G42	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 201	G1	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 202	G3	1	1.0	1.0		2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 203	G54	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On-site	OK
C 204	G55	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On-site	OK
C 205	G56	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On-site	OK
C 206	G4	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On-site	OK
C 207	G5	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 208	G7	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 209	G57	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On-site	OK
C 210	G9	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 211	G10	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 212	G15	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On-site	OK
C 213	G16	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 214	G18	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 215	G19	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 216	G20	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 217	G22	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 218	G23	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 219	G58	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On-site	OK
C 220	G59	1	1.0		0.5	1.5	1.0			0.5		1.5	Y	On-site	OK
C 221	C1	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 222	C2	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 223	C3	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 224	C4	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 225	C5	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 226	C6	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 227	C7	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 228	G25	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 229	G26	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 230	C8	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 231	C9	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 232	C10	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 233	G28	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 234	C11	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 235	G29	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 236	G33	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 237	C12	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 301	G34	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 302	C13	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 303	C14	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 304	C15	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 305	C16	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 306	G36	3	2.0		0.5	2.5		2.0			0.5	2.5	Y	On street	OK
C 307	G37	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 308	G38	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 309	C17	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 310	G40	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 311	G41	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 312	G43	3	2.0		0.5	2.5		2.0		0.5		2.5	Y	On street	OK
C 313	G60	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 314	G61	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 315	G62	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 316	G63	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 317	G64	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 318	G65	2	1.5		0.5	2.0		2.0				2.0	Y	Tandem space assigned with unit	OK
C 319	C18	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK
C 320	C19	1	1.0		0.5	1.5		1.0			0.5	1.5	Y	On street	OK

C	321	C20	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	322	C21	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	323	C22	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	324	C23	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	325	C24	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	326	C25	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	327	C26	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	328	G66	2	1.5		0.5	2.0		2.0				2.0		Y	Tandem space assigned with unit	OK			
C	329	G67	2	1.5		0.5	2.0		2.0				2.0		Y	Tandem space assigned with unit	OK			
C	330	C27	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	331	C28	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	332	C29	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	333	G68	2	1.5		0.5	2.0		2.0				2.0		Y	Tandem space assigned with unit	OK			
C	334	C30	1	1.0		0.5	1.5			1.0			0.5	1.5	Y	On street	OK			
C	335	G69	2	1.5		0.5	2.0		2.0				2.0		Y	Tandem space assigned with unit	OK			
C	336	G70	2	1.5		0.5	2.0		2.0				2.0		Y	Tandem space assigned with unit	OK			
C	337	G53	1	1.0	1.0		2.0		2.0				2.0		Y	Tandem space assigned with unit	OK			
TEMPO BLDGC TOTAL								6.0	110.0	30.0	0.0	5.0	16.0	167.0				151.0	16.0	
TOTAL				390.5	30.0	129.0	549.5	36.0	370.0	74.0	8.0	12.0	49.5	549.5				OK		
Surplus													3.5							
SONATA-TEMPO PROJECT TOTAL								36.0	370.0	74.0	8.0	12.0	53.0	553.0				500	49.5	

Attachment B
Tempo Site Plan

