



The Village

SPECIFIC PLAN



Chapter 2

Land Use Plan

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Land Use Plan

2.1 INTRODUCTION

The Land Use Plan provides the basic coordinating elements of this Specific Plan and establishes some of the key development requirements. This Chapter establishes: (1) the proposed land uses for The Village Specific Plan; (2) the general mix, location, size, and total number of residential dwellings, and the size of the commercial uses; (3) the range of permitted uses within the Specific Plan; and (4) the degree of flexibility permitted during construction of the Specific Plan.

2.2 LAND USE CONCEPT

The Village Specific Plan proposes a mix of residential, commercial, recreational, and transit-oriented uses intended to serve a broad range of local and regional users without undermining the surrounding regional commercial market. Figure 2.1 - Land Use Plan and Figure 2.2 - Illustrative Site Plan establish the plan’s conceptual spatial layout and mix of uses, to which all development standards proposed as part of this Specific Plan apply.

The Village Specific Plan envisions 1,500 total residential dwellings, approximately 50,400 square feet of ground floor commercial retail, and approximately 4,000 S.F. of optional office space within the live/work dwellings.

2.2.1 Planning Areas

Areas proposed for development within The Village Specific Plan are differentiated by “Planning Areas” and have been grouped according to form, function, and density. A total of 21 Planning Areas are proposed. They are divided into 8 individual categories, which are intended to allow a variety of uses. The proposed Planning Area categories include:

- **High Density Residential (H):** (15-30 DU/ acre)
- **Live/Work (L/W):**(18-30 DU/ acre)
- **Very High Density Residential (VH):** (30-70 DU/acre)
- **Mixed Use (MU):** (25-70 DU/acre)
- **High Rise (HR):** (70-100 DU/gross acre)
- **Transit Center (TC)**
- **Parks and Open Space (P/OS)**
- **Major Streets**

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2.2.2. Location and Characteristics of Planning Areas:

Generally, the residential Planning Areas are spread throughout the Specific Plan in an orientation that creates a logical blend of stand-alone high density multi-family housing; high density mixed-use multi-family housing integrated above ground floor neighborhood commercial retail/office uses; very high density multi-family; and high rise multi-family. Each Planning Area and their representative characteristics are described in detail below.

High Density Residential (H):

The High Density Planning Areas are located in the western area of the Specific Plan. These neighborhoods consist of three-story townhouse and courtyard style building types connected by a network of pedestrian friendly streets. The streets are distinguished by broad sidewalks lined with street trees and landscaped parkways. These dwelling types either front onto a public street or are oriented around a landscaped courtyard. Parking is provided by traditional and tandem two-car garages accessed from an alley.

Please refer to Chapter 4.0 - Residential Development Plan, Chapter 5.0 - Landscape Development Plan, and Chapter 7.0 - Design and Architectural Standards and Guidelines for applicable development standards.

Live/Work (L/W):

The Live Work Planning Area is located in the central area of the Specific Plan, south of the Village Green. This dwelling type has an architectural style and building footprint similar to the three-story townhouses located within the High Density Residential Planning Areas. However, this dwelling type permits the use of the ground floor as retail or office space. A total of 4,000 square feet of optional commercial space is allocated on the ground floor of the Live/Work Planning Area. Parking is provided by traditional two-car garages accessed from an alley.

Please refer to Chapter 4.0 - Residential Development Plan, Chapter 5.0 - Landscape Development Plan, and Chapter 7.0 - Design and Architectural Standards and Guidelines for applicable development standards.

Very High Density Residential (VH):

The Very High Density Residential Planning Area is located in the southeast corner of the Specific Plan adjacent to Oxnard Boulevard. This Planning Area includes four-story flats and four-story stacked townhouses over a two-level subterranean parking garage. The dwellings are arranged to front onto the surrounding public streets and around internal landscaped courtyards.

Please refer to Chapter 4.0 - Residential Development Plan, Chapter 5.0 - Landscape Development Plan, and

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Chapter 7.0 - Design and Architectural Standards and Guidelines for applicable development standards.

Mixed Use (MU):

The Mixed Use Planning Areas are envisioned as the Specific Plan's urban core. The multi-family buildings are multi-story and front onto the vibrant and pedestrian friendly "Main Street", the neighborhood streets, and internal landscaped courtyards. These building types include a mix of two or three levels of residential dwellings above ground floor retail and stacked residential dwellings up to four stories. Parking is provided in a mixture of subterranean or on-grade structures and on and off-street surface parking. The subterranean parking is planned to extend down two levels; on-grade parking structures are planned to include four levels.

Please refer to Chapter 3.0 - Mixed Use Development Plan, Chapter 5.0 - Landscape Development Plan, and Chapter 7.0 - Design and Architectural Standards and Guidelines for applicable development standards.

High Rise (HR):

The High Rise Planning Areas are located in the northeastern portion of the Specific Plan, north of the Village Green and the southeastern portion of the Specific Plan adjacent to Oxnard Boulevard. The northern High Rise Planning Area envisions development of two high-rise buildings; the

southeastern High Rise Planning Area envisions development of a single high rise building. All three high rises can include up to 25 floors (not including subterranean parking). Parking is provided in partially subterranean parking structures planned to include four stories above grade and up to two subterranean levels.

Please refer to Chapter 4.0 - Residential Development Plan, Chapter 5.0 - Landscape Development Plan, and Chapter 7.0 - Design and Architectural Standards and Guidelines for applicable development standards.

Transit Center (TC):

The Transit Center Planning Area is strategically located in the southeast portion of the Specific Plan, adjacent to the existing railroad line utilized by Metrolink and Union Pacific Railroad. This Planning Area envisions the establishment of transit-oriented uses, including the Wagon Wheel Sub-Transportation Center, and state-of-the-art multi-modal transportation services. Building and landscape designs are required to celebrate the western style architecture of the existing "Wagon Wheel" Motel.

The Wagon Wheel Sub-transportation Center is envisioned as part of a larger Northern Oxnard Transportation Demand Management Program, which plans to provide residents, commuters, business owners, and their employees with direct access to bus and rail service,

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electric cars, car sharing, shuttle services, and vanpools.

Transit services envisioned within the sub-transportation center include:

1. Gold Coast Transit and potentially VISTA bus services;
2. At least 50 park and ride spaces;
3. Metrolink shuttle service to and from the City's Transportation Center;
4. Mobility center with on-demand rental of Personal Electric Vehicles (PEV), Segways, bicycles and car sharing;
5. Commuter vanpools to regional employment centers; and
6. Potential for future Metrolink stop.

Please refer to Chapter 3.0 - Mixed Use Development Plan, Chapter 5.0- Landscape Development Plan, and Chapter 7.0- Design and Architectural Standards and Guidelines for applicable development standards.

Parks and Open Space (P/OS):

The Parks and Open Space Planning Areas are designed to provide a variety of recreational opportunities primarily for residents of The Village. Well landscaped gathering places within the Mixed Use Planning Areas will be developed for the general public. The parks, streetscapes, corridors, and public spaces envisioned within The Village Specific Plan include formal greens and recreation centers, community gardens, landscaped court-

yards and plazas, designated pedestrian and bicycle paths, and gateway and perimeter landscaping. Please refer to Chapter 5.0 for further discussions of landscaping and park designs, and more detailed descriptions of public and private recreation areas.

The Specific Plan's parks and recreation areas vary in size and function, and thus provide a range of amenities, including formal recreation centers, active children's play areas, pool terraces, active and passive turf areas, passive gathering places, and pedestrian and bicycle pathways. The pedestrian pathways and corridors are designed to create opportunities for active and safe recreation while at the same time interconnecting the proposed residential neighborhoods with the neighborhood commercial services.

The landscape environments envisioned for the perimeter of The Village Specific Plan include prominent monument signage designed to identify one's entry into the City of Oxnard and a green buffer between the US 101 Freeway, Oxnard Boulevard, Ventura Road, and The Village Specific Plan. The perimeter landscaping is planned partly within privately owned property and partly within the shoulder of the US 101 Freeway, which forms the Wagon Wheel property's northern border. The landscape buffer will significantly improve aesthetics along the projects 101 Freeway frontage, and buffer the project from the 101 Freeway, the Union Pacific Railroad line, and neighboring communities.





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2.2.3 Vehicle Circulation

The Village Specific Plan roadway system balances the needs of pedestrians, bicyclists, and automobiles. Oxnard Boulevard, Ventura Road and U.S. Highway 101 will provide regional vehicle access to The Village Specific Plan. The existing intersection of Spur Drive and Oxnard Boulevard will remain the main entrance to the Specific Plan, as it was configured to meet Caltrans intersection standards for a four-way signalized intersection as part of the Oxnard Boulevard Interchange project. Wagon Wheel Road and all other existing roadways within the Specific Plan boundary will be redesigned to create an efficient interconnected network of streets.

From the project entrance, Main Street is planned to meander through the center of the Mixed Use and the High Density Residential Planning Areas. This curved roadway is designed to provide a comfortable environment for pedestrians while slowing traffic. The street will function as an actual public space to be enjoyed by all, and not just a vehicular thoroughfare. The section of Main Street, within the Mixed-Use Planning Areas, is similar in form, function, and aesthetic quality to those found in downtown Oxnard, with one vehicle travel lane in each direction, angled parking, enhanced streetscape paving, traffic calming mechanisms, and wide pedestrian friendly sidewalks.

Continuing west along Main Street to the Live/Work and High Density Planning Areas, the configuration of Main Street transitions from a more urban streetscape design to streetscape with a more suburban design. At this location, Main Street includes landscaped medians, one vehicle travel lane in each direction, striped Class II bike lanes, parallel vehicle parking, landscaped parkways, and sidewalks. Main Street continues in this configuration throughout the western portions of the Specific Plan. Neighborhood streets intersect with Main Street, forming a modified grid to provide multiple points of access to each residential neighborhood. Alleys provide direct access to rear loaded garages within the High Density Residential and Live/Work Planning Areas.

Two roundabouts, on-street parking, enhanced paving for pedestrian crossings, tree-lined parkways, and sidewalks of ample width are planned at strategic locations along Main Street to calm traffic and to promote walking and cycling.

The vehicle speed limit planned for all roadways is 30 mph or less. Reduced vehicle speeds will increase safety within the Specific Plan and permit the unrestricted use of PEVs on the street network as an alternative to automobile usage. See Figure 2.3 for the spatial arrangement of streets within The Village Specific Plan.



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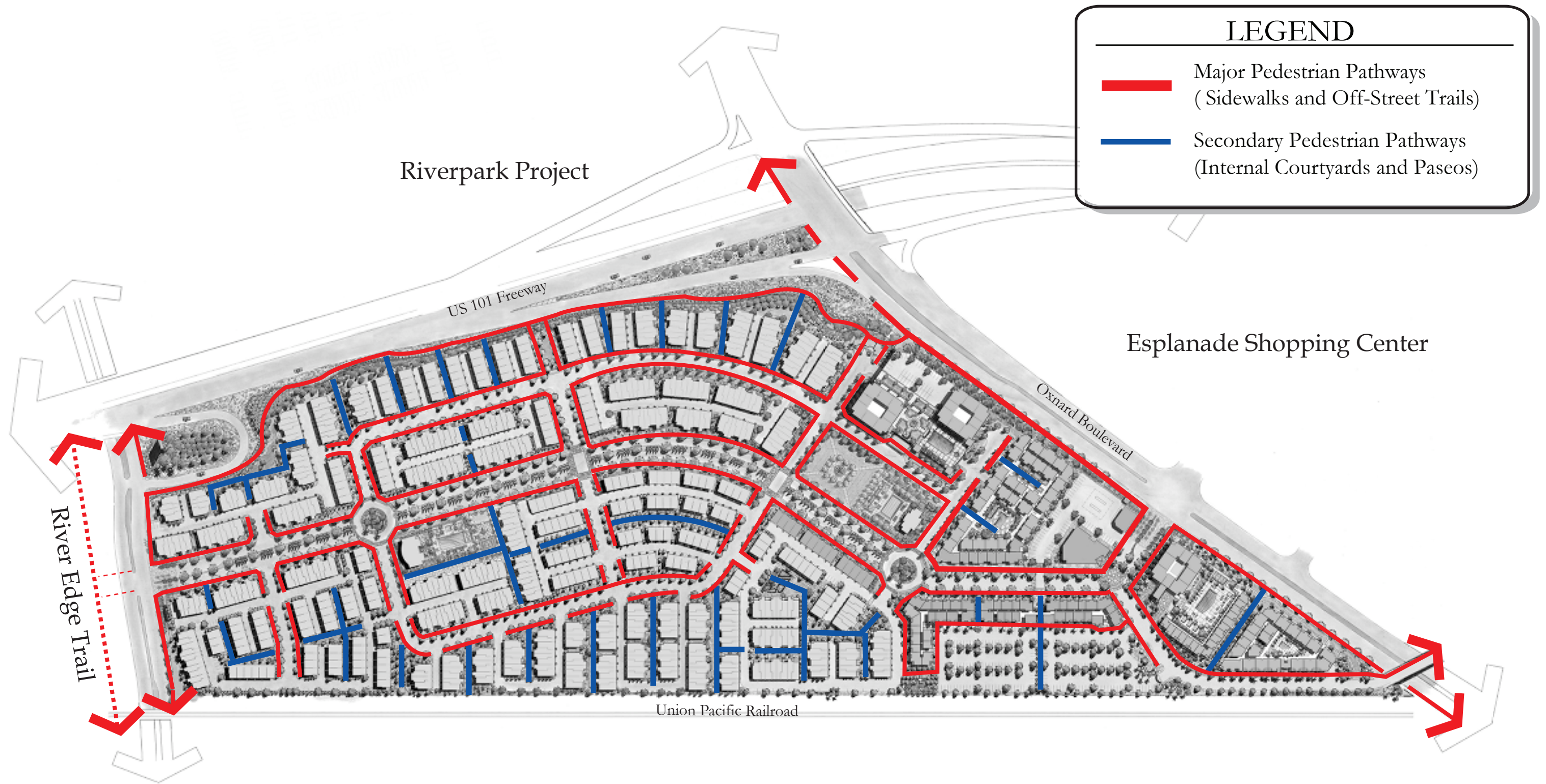
2.2.4 Pedestrian Circulation

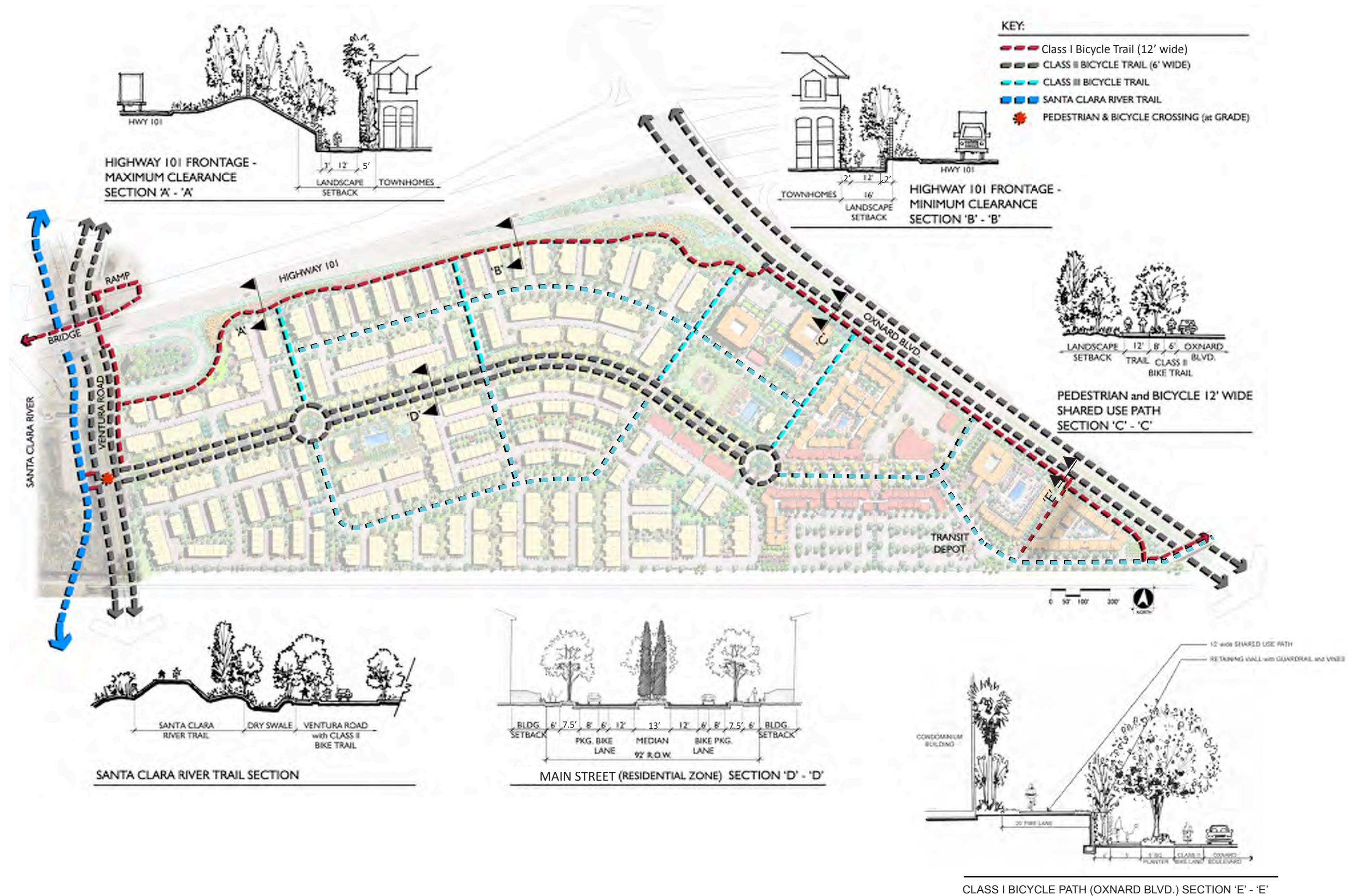
Off-street pedestrian pathways, tree-lined sidewalks, landscaped corridors and public gathering spaces are proposed throughout the Specific Plan to encourage walking as an alternative to short auto trips. Figure 2.4 illustrates the planned pedestrian circulation system. Paramount to the village concept is the safety of pedestrians, which is established via a dedicated Class I bicycle/pedestrian pathway along the northern edge of the Specific Plan area, and a well landscaped pedestrian pathway and sidewalk network which links the proposed residential neighborhoods with the commercial services, the recreational amenities, and the Wagon Wheel Sub-transportation Center.

2.2.5 Bicycle Circulation

The Village Specific Plan will provide a regional bicycle linkage between major transportation corridors and the variety of uses present within the northern Oxnard area. A Class I bicycle pathway is proposed along the west side of Oxnard Boulevard, the northern edge of the Specific Plan, and the western and eastern sides of Ventura Road which will connect Oxnard Boulevard and Ventura Road with the City’s future River Edge Trail and the Riverpark master planned community.

Class 2 bike lanes are planned along the residential portions of Main Street, Oxnard Boulevard, and Ventura Road. Class III bicycle lanes are proposed along the neighborhood streets and the commercial portions of Main Street. The location of planned bicycle pathways and connection points are shown in Figure 2.5.





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2.2.6 Vehicle Parking

On-site parking for residents, commercial tenants, business owners and shoppers will be provided by a carefully planned mix of traditional and tandem two-car garage parking, structure parking, on-street parallel parking, on-street angled parking, and off-street surface parking areas.

The structure and surface parking areas within the Mixed Use, Very High Density and High Rise Planning Areas are designed as “Park Once” or shared parking areas. Here, mixing uses reduces parking demand, which allows shoppers to complete multiple tasks without using multiple parking spaces. This approach also reduces the dependence on the automobile, and reduces spillover parking into the residential neighborhoods. Within the “Park Once” environment, adequate parking ratios for the commercial uses range from 1.5 to 2.5 parking spaces per 1,000 square feet. A parking ratio of 1.5 parking spaces/unit for owner occupied condominiums and 1.2 spaces per unit for apartments is required for the parking structures and surface parking supporting the Mixed Use, Very High Density and High Rise Planning areas. Reduced parking ratios can only be used if the City of Oxnard approves a formal Parking Management Study which confirms the ability to reduce parking ratios without creating parking spillover.

Parking for the High Density Residential and Live/Work dwellings is

proposed in alley loaded garages and in on and off-street guest parking areas at a parking ratio of 2.5 spaces per unit. Although parking shortages are not anticipated within the High Density Residential Planning Areas, if the City of Oxnard identifies a parking problem, then it may choose to implement a residential permit parking program. Please refer to Table 2.1 - Parking Summary and Chapter 6, Section 6.9 for expanded discussion addressing vehicle parking.

Table 2.1 - Parking Summary

Planning Areas	Parking Type*	Shared Parking
1 through 14	Attached 2-Car Garage	No
16	Structure	Yes
17	Structure	Yes
18	Structure or Surface	Yes
19	Structure or Surface	Yes
20	Structure	Yes
21	Structure	Yes

*Additional street parking provided on Main Street and Neighborhood Streets

2.2.7 Affordable Housing

The Village Specific Plan is located entirely within the boundary of the City of Oxnard’s Historic Enhancement and Revitalization of Oxnard (HERO) Redevelopment Project Area. Within the redevelopment project area, the City of Oxnard requires that at least 15 percent of all new dwelling units within the project be dedicated to affordable housing. To comply with this requirement, The Village Specific Plan is subject to the requirement of providing two hundred twenty-five (225) rental affordable units which must remain

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affordable for at least 55 years, one hundred nineteen (119) of which must be available to Wagon Wheel Mobile Home Park residents/families. Of the one hundred nineteen (119) units to be made available to Wagon Wheel Mobile Home Park residents/families, ninety (90) shall be made available to and occupied by very low income households (persons and families whose gross incomes do not exceed fifty percent (50%) of the area median income adjusted for size), thirteen (13) shall be made available to and occupied by lower income households (persons and families whose gross income do not exceed sixty percent (60%) of the area median income adjusted for size), ten (10) shall be made available to and occupied by low income households (persons and families whose gross incomes do not exceed eighty percent (80%) of the area median income adjusted for size), and six (6) shall be made available to and occupied by moderate income households (persons and families whose gross incomes do not exceed one hundred twenty percent (120%) of the area median income adjusted to size).

Prior to issuance of the building permit for the 1st residential unit (market rate or affordable), (1) the owner of the project site shall have entered into an affordable housing loan agreement or owner participation agreement with the Oxnard Community Development Commission agreeable in form, content and substance to the Oxnard Community Development Commission, which includes at the least the following

terms and conditions: (a) the owner of the project site shall execute an agreement containing covenants running the land restricting for at least 55 years the maximum income of tenants and the maximum rents that may be charged to tenants for the 225 affordable units, which agreement shall be recorded against the project site in first priority lien position, (b) a scope of development for the 225 affordable units, and (c) a schedule of performance providing for the timely satisfaction of all conditions precedent to the disbursement of any funds from the Oxnard Community Development Commission and the timely commencement and completion of construction of the 225 affordable units; and (2) the agreement containing covenants running with the land described above shall have been recorded against the project site in the first priority lien position. The final form of any affordable housing loan agreement or owner participation agreement shall be subject to the discretionary approval of the Oxnard Community Development Commission and shall include provisions and attachments customarily included in Oxnard Community Development Commission affordable housing agreements, including, but not limited to, conditions precedent to the disbursement of any funds from the Oxnard Community Development Commission.

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2.3 LAND USE CONSISTENCY

All components of this Specific Plan are consistent with the City of Oxnard General Plan. To the extent possible, the Specific Plan used the General Plan Land Use Designation Map as a guide to establish the individual Planning Areas illustrated on Figure 2.1. However, the overall land use designation for The Village Specific Plan area reflected on the City's General Plan Land Use Map is a single land use termed "Specific Plan".

2.3.1 Planning Areas

The Specific Plan Area is comprised of 21 "Planning Areas" illustrated in Figure 2.1. They include:

- PA-1 through 5: High Density Residential (H);
- PA-6: Parks/Open Space (P/OS);
- PA-7 through 13: High Density Residential (H);
- PA-14: Live/Work (LW);
- PA-15: Parks/Open Space; (P/OS)
- PA-16: High Rise Residential (HR);
- PA-17, and 18: Mixed Use (MU);
- PA-19: Transit Center (TC);
- PA-20: High Rise Residential (HR); and
- PA-21: Very High Density Residential (VH)

Each Planning Area establishes a specific set of permitted land uses, target densities, square footage, and other development regulations. The Planning Areas are utilized and referred to throughout this Specific Plan as the basic components of development to which all standards, guidelines, and implementation measures apply.

2.4 LAND USE REGULATION

2.4.1 Summary

Section 2.2 and Figure 2.1 describe the character and location of the proposed Planning Areas within The Village Specific Plan.

2.4.2 Planning Area Specifications

Table 2.2 summarizes the gross acreage, target number of dwellings, target density ranges, and commercial square footages (if applicable) within each Planning Area.

2.4.3 Summary of Permitted Uses

Table 2.3 describes the range of permitted uses envisioned within The Village Specific Plan. Permitted Land Uses are entitled uses that, once reviewed by the Development Services Director as part of any formal construction design package, do not generally require discretionary review and approval by the Planning Commission and/or City Council for their inclusion as part of the Specific Plan.

Any proposed uses which are not listed in Table 2.3 may be included within The Village Specific Plan only after administrative approval by the City's Planning Manager, or if appropriate, by the Oxnard Planning Commission or City Council. For a more complete description of administrative review

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2.5 LAND USE FLEXIBILITY

Given that The Village Specific Plan will be built-out over time, as described in Chapter 8, Administration and Implementation, the following measures give the developer flexibility during final design and construction. The goal of these measures is to insure that each development phase can meet current market demand at the time of construction.

2.5.1 Transfer of Residential Dwellings

Within each Planning Area, the Developer may choose to construct dwellings within the range of permitted target net densities (defined as the number of units divided by the area of each planning area measured from the back of the sidewalk) established in Table 2.2, provided that the resulting total unit count does not exceed 1,500 and the total number of dwelling units for each dwelling type does not exceed the Planning Area’s target unit count specified on Tables 2.2 and 2.3, and Figures 2.1 and 2.6.

More specifically, this Specific Plan permits the transfer of residential units between all Planning Areas containing residential and/or commercial uses. For example, the townhouse dwellings within each High Density Residential Planning Areas could be constructed at a target net density ranging from 15-30 units/acre but the total could not exceed 679 High Density Residential units.

Any design modifications within a particular Planning Area in accordance with the above described dwelling transfer program would be subject to review and approval by the Planning Manager. Please refer to Chapter 8: Administration and Implementation, Section 8.7 for additional discussion of the administrative review approval requirements.

2.5.2 Choice of Frontage Types

The “form-based” nature of this Specific Plan is designed to provide flexibility in the choice of building and frontage types within a given Planning Area, which is often times an essential component of ensuring consistency with current market trends and other construction phasing considerations.

All Planning Areas established by this Specific Plan are regulated by development standards and guidelines designed to permit a range of building types, frontage types, and land uses. Less flexible standards are those that describe the desired treatment of building forms, architectural styles, and landscaping.

2.5.3 Development Options

To address potential fluctuations in the real estate market, an optional development scenario has been developed for the Mixed Use Planning Areas 17 and 18, Transit Center Planning Area 19, High Rise Planning Area 20, and Very High Density Planning Area 21.

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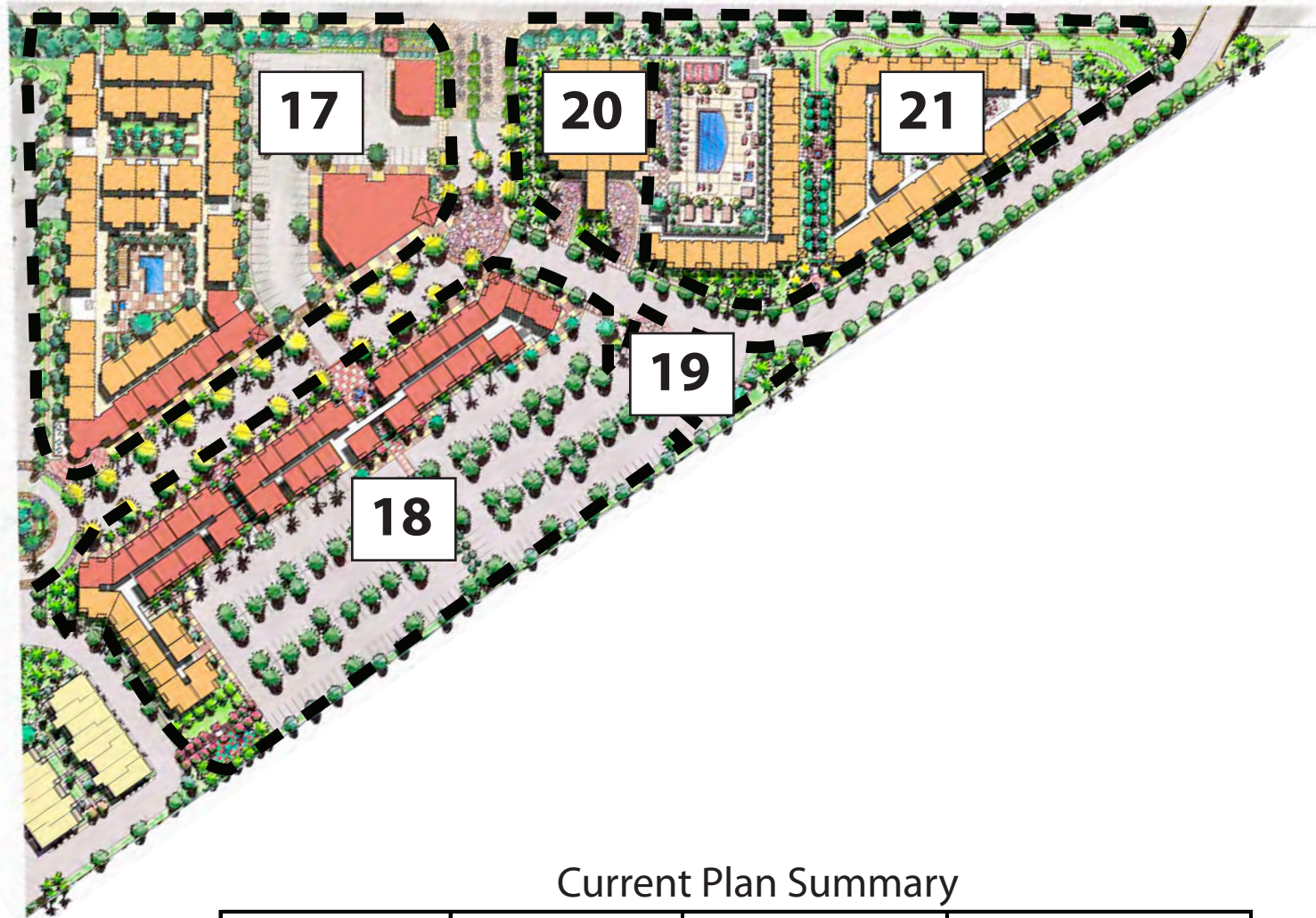
One of two development options may be developed within Planning Areas 17 through 21. They include:

- **Current Development Plan:** as shown in Figure 2.1, Figure 2.2, and in Table 2.2, Planning Areas 17 through 21 propose up to 503 for-sale residential units and up to 46,400 square of commercial uses with subterranean and surface parking; or
- **Development Option A:** as shown in Figure 2.6 and Table 2.3, Planning Areas 17 through 21 propose up to 600 rental residential units with slightly modified building configurations. Under this option, all of the multi-family residential units and ground-floor commercial retail spaces are wrapped around on-grade parking structures. Up to 50,400 square feet of commercial space is proposed under this development option. This option removes the 3rd high-rise tower and consolidates Planning Areas 20 and 21. A total of 176 residential units are proposed as part of Planning Area 17; a total of 219 residential units are proposed as part of Planning Area 18, and a total of 205 residential units are proposed as part of the consolidated Planning Area 20. Parking for Planning Areas 17 through 20 can be provided in above ground parking structures or in a combination of on-grade tuck under parking and surface parking as permitted by the City of Oxnard Planning Department. Note that total number of residential units

proposed as part of Planning Area 16, High Rise, has been reduced from 304 units to 207 under this development option.

Figure 2.6 provides an illustrative side-by-side comparison of the development options described above. Tables 2.2 and 2.3 provide a tabular comparison.

Current Development Plan
Planning Areas: 17, 18, 19, 20, 21



Current Plan Summary

Planning Area	Gross Acreage	Residential Units	Commercial Sq. Ft.
17	3.8	135	16,400
18	4.2	118	30,000
19	0.6	N/A	N/A
20	1.5	138	N/A
21	2.1	112	N/A
Totals	12.2	503	46,400

Option "A"
Planning Areas: 17, 18, 19, 20



Option "A" Summary

Planning Area	Gross Acreage	Residential Units	Commercial Sq. Ft.
17	3.8	176	34,200
18	4.2	219	16,100
19	0.6	N/A	N/A
20*	3.6	205	N/A
Totals	12.2	600	50,300

*Note: Option "A" combines Planning Areas 20 and 21 as Very High Density Residential, removes 3rd high-rise and reduces unit count from 304 to 207 for High Rise Tower located in PA 16.

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Table 2.2 Land Use Summary

<i>Land Use</i>	<i>Gross Acreage</i>	<i>Target Commercial SF*</i>	<i>Target Unit Count Per Planning Area**</i>
High Density Residential			
<i>Target Density:</i> (15-30 du/ac)			
Planning Area 1	2.6		69
Planning Area 2	1.7		50
Planning Area 3	1.8		53
Planning Area 4	4.3		90
Planning Area 5	1.8		46
Planning Area 7	1.8		51
Planning Area 8	1.5		40
Planning Area 9	2.4		62
Planning Area 10	2.5		65
Planning Area 11	2.5		54
Planning Area 12	2.3		63
Planning Area 13	1.7		36
Subtotals	26.9		679
Live/Work			
<i>Target Density:</i> (18-30 du/ac)			
Planning Area 14	0.6	4,000	14
Subtotals	0.6	4,000	14
Very High Density Residential			
<i>Target Density:</i> (30-70 du/ac)			
Planning Area 21	2.1		112
Subtotals	2.1		112
High Rise Residential			
<i>Target Density:</i> (70-100 du/ac)			
Planning Area 16	3.3		304
Planning Area 20	1.5		138
Subtotals	4.8		442
Mixed Use			
<i>Target Density:</i> (25-70 du/ac)			
Planning Area 17	3.8	16,400	135
Planning Area 18	4.2	30,000	118
Subtotals	8.0	46,400	253
Transit Center			
Planning Area 19	0.6		
Subtotals	0.6		
Parks and Open Space			
<i>(Parks/Landscaping Areas)</i>			
Planning Area 6	2.0		
Planning Area 15	1.7		
Perimeter/Interior Landscaping	3.7		
Subtotals	7.4		

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Table 2.2 Land Use Summary Continued

Land Use	Gross Acreage	Target Commercial SF*	Target Unit Count per Planning Area**
Other			
Major Streets	12.9		
Subtotals	12.9		
TOTALS FOR SPECIFIC PLAN AREA	63.3 acres	50,400 square feet	1500 dwelling units

*Commercial square footage can be added or subtracted from each of the Mixed Use and Live/Work Planning Areas under the condition that the total commercial area within the Specific Plan does not exceed 50,400 square feet.

** Units can be added or subtracted from each Planning Area under the condition that the total number of units within the Specific Plan does not exceed 1500, the maximum density for each Planning Area is not exceeded, and the total number proposed for each building type is not exceeded.

Table 2.3 – Land Use Summary for Development Option “A”

Land Use*	Gross Acreage	Target Commercial SF*	Target Unit Count per Planning Area*
Mixed Use Development Option “A”			
Target Density: (25-70 du/ac)			
Planning Area 17	3.8	34,200	176
Planning Area 18	4.2	16,100	219
Subtotals	8.0	50,300	395
Very High Density Development Option “A”			
Target Density: (30-70 du/ac)			
Planning Area 20 (Note: PA 20 and 21 are combined)	3.6		205
Subtotals	3.6		205
High Rise Residential			
Target Density: (70-100 du/ac)			
Planning Area 16	3.3		207
Subtotals			
TOTALS FOR DEVELOPEMNT OPTION “A”	14.9	50,300	807

*Note: Under Option “A” affects only Planning Areas listed above. All other Planning Areas remain as described above in Table 2.2. Under Option “A”, the total commercial square footage equals 50,300 SF; the total number of residential dwellings total 1,500, and the total number of units allocated for High Rise Residential Planning Area 16 is reduced from 304 to 207 units.

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Table 2.4 Summary of Permitted Uses by Land Use Category

PLANNING AREA	ALLOWABLE USES
High Density Residential	<ul style="list-style-type: none"> ▪ Multi-Family Residential Dwellings at 15-30 DU/Acre ▪ Day care facilities or other civic related uses ▪ Churches
Live/Work	<ul style="list-style-type: none"> ▪ Multi-Family Residential Dwellings at 18-30 DU/Acre; <p><u>Acceptable office/service uses include, but are not limited to:</u></p> <ul style="list-style-type: none"> ▪ Professional and administrative offices, including attorneys, engineers, architects, retail, day care facilities, insurance, real estate, and other lower intensity office uses that are not engaged in merchandizing of goods or products ▪ Churches ▪ Similar uses as determined acceptable by the Planning Manager of the City of Oxnard
Very High Density Residential	<ul style="list-style-type: none"> ▪ Multi-Family Residential Dwellings at 30-70 DU/Acre ▪ Day Care Facilities ▪ Churches
High Rise Residential	<ul style="list-style-type: none"> ▪ Multi-Family Residential Dwellings at 70-100 DU/Acre ▪ Day Care Facilities ▪ Churches
Mixed Use	<ul style="list-style-type: none"> ▪ Multi-Family Residential Dwellings uses at a density of 25-70 DU/acre; <p><u>Acceptable office/service uses include, but are not limited to:</u></p> <ul style="list-style-type: none"> ▪ Professional and administrative offices, including medical, dental, attorneys, dry cleaner, transportation oriented uses (such as segway rentals, bicycle rentals, etc.) engineers, architects, insurance, real estate agents, churches, day care facilities, and other offices/services not engaged in merchandizing of goods or products ▪ Multi-Level Parking Structures ▪ Churches ▪ Banks; savings and loan associations and other financial institutions; ▪ Pharmacies engaged primarily in the merchandising of pharmaceutical medical supplies; and <p><u>Acceptable retail uses include, but are not limited to:</u></p> <ul style="list-style-type: none"> Antique store Grocery, Fruit or Vegetable Store Restaurants (including outdoor dining)* Apparel, clothing store, or boutique retail store Art studio or gallery Nightclub/Bar (limited to non-amplified live music)* Delicatessens and sandwich shops Electronics, television, and radio store,

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PLANNING AREA	ALLOWABLE USES
Mixed Use (Cont.)	<p> Coffee Shop Convenience Store Jewelry store Sporting Good Store Boutique Retail Shop Cafe Florist Furniture store Gift store Health centers and clubs Hobby shop Interior decorating service Luggage store Retail stores or businesses not involved in any kind of manufacture. </p> <ul style="list-style-type: none"> ▪ Similar uses as determined acceptable by the Planning Manager for the City of Oxnard
Transit Center	<ul style="list-style-type: none"> ▪ Transportation Center and associated small convenience retail. <p><u>Acceptable convenience retail uses include, but are not limited to:</u></p> <p> Small coffee store/kiosk Newsstand Rental office for personal electrical vehicles, Segways and bicycles Train or Bus Ticket sales office </p> <ul style="list-style-type: none"> ▪ Similar uses as determined acceptable by the Planning Manager for the City of Oxnard
Parks and Open Space	<ul style="list-style-type: none"> ▪ Privately Maintained Community Parks, and Pocket parks, ▪ Publicly and/or privately maintained landscaped areas (gateway landscaping, plazas, paseos, and corridors, etc.) ▪ Publicly and/or privately maintained drainage facilities (such as detention basins, infiltration basins, and other similar storm water management facilities) ▪ Similar uses as determined acceptable by the Planning Manager of the City of Oxnard
Major Streets	<ul style="list-style-type: none"> ▪ Publicly and/or privately maintained infrastructure facilities ▪ Publicly and/or privately maintained landscaping ▪ Similar uses as determined acceptable by the Public Works Director of the City of Oxnard

* Note: Uses proposing sale of alcohol are subject to the approval of a Special Use Permit as required by the City of Oxnard. Timeshare uses are not permitted as part of this Specific Plan and are not permitted uses.