



The Village

SPECIFIC PLAN



Chapter 4

Residential Development Plan

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Residential Development Plan

4.1 INTRODUCTION

4.1.1 Purpose

This Chapter describes the development regulations applicable to the High Density, Very High Density, Live/Work, and High Rise Planning Areas. These “form-based” regulations are intended to facilitate development of the Specific Plan’s residential neighborhoods. Additional development standards are found in Chapter 2: Land Use Plan, Chapter 5: Landscape Development Plan, and Chapter 7: Design and Architectural Standards and Guidelines. All other standards not specifically addressed by this Specific Plan shall be governed by the City of Oxnard Zoning Ordinance and applicable sections of the Municipal Code.

4.1.2 Organization of the Residential Development Plan

This Chapter is organized into five sections, which describe the vision for the residential neighborhoods and the applicable development standards. Section 4.2 describes the desired character for each residential planning area. Section 4.3 describes the mandatory residential design elements for all residential uses. Sections 4.4 and 4.5 define the acceptable building and frontage types. Compliance with the standards and guidelines listed throughout this chapter will help ensure that development conforms to the desired urban design and

architectural quality, and the appropriate building forms.

4.1.3 Applicability

The following Planning Areas are subject to these regulations:

- High Density Planning Areas: PA-1 through 5 and PA-7 through 13;
- Very High Density Planning Area: PA-21;
- Live/Work Planning Area: PA-14; and
- High Rise Planning Areas: PA-16 and PA-20.

4.2 DEVELOPMENT CHARACTER

Building types with European and local architectural styles and architectural styles found throughout Oxnard and Ventura County were used as inspiration for the Specific Plan’s residential neighborhoods.

As such, a variety of higher density housing types ranging from three story townhouses to high rise condominiums are planned within walking distance of the mixed-use village core, mass transit, and recreational amenities. Tree-lined, pedestrian-friendly streets and pathways interconnect the neighborhood services with the residential neighborhoods, creating opportunities for continuous pedestrian activity and a reduction in automobile use.

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The general characteristics of each residential dwelling type are described below.

4.2.1 High Density Residential (H)

The predominant building form within the High Density residential neighborhoods is the “brownstone” style townhouse typically found in larger American cities along the eastern seaboard. These dwelling types front onto public streets, private landscaped courtyards, or private parks.

Vehicle parking for residents of the High Density Residential Planning Areas is provided by an attached two-car garage (traditional and tandem) accessed from an alley. Additional guest parking is provided along Main Street, the surrounding neighborhood streets, and in designated off-street parking areas.

The High Density Residential Planning Areas encompass approximately 28.0 acres and are bordered on the north by the Ventura (101) Freeway, on the west by North Ventura Road, on the south by Union Pacific Railroad and on the east by the Live/Work, Mixed Use and High Rise Residential Planning Areas.

4.2.2 Live/Work (L/W)

The Live/Work Planning Area begins the transition from the High Density Residential Planning Areas to the higher density Mixed Use Planning Areas. A total of 14 Live/Work units front onto Main Street, opposite the Village Green.

The live-work building form is similar to the High Density dwellings; however, each live-work dwelling provides the owner with optional ground floor “flex-space” which can be used as a small commercial office/retail space or additional living space. Up to 4,000 square feet of optional workspace is permitted within the Live/Work Planning Area.

Vehicle parking for residents of the Live-Work dwellings is provided by a traditional two-car garage accessed from an alley. Additional guest parking is provided along Main Street and the surrounding neighborhood streets.

The Live/Work Planning Area encompasses approximately 0.6 acres.

4.2.3 Very High Density Residential (VH)

A courtyard building type is planned for the Very High Density Planning Area. The buildings are up to four stories and include stacked flats and stacked townhouses wrapped around a common courtyard. Parking for residents is provided in two level subterranean parking garages. Parallel parking along Street “A” provides additional guest parking. The buildings front Oxnard Boulevard and Street “A”.

The Very High Density Residential Planning Area encompasses approximately 2.1 acres and is bordered on the east by Oxnard Boulevard, on the west and south by Street “A”, and on the

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north by High Rise Residential Planning Area 20.

As discussed in Chapter 2, an alternative development plan, Option “A,” has been designed for the Very High Density Planning Area. As shown on Figure 2.6, Option “A” combines High Rise Planning Area 20 and Very High Density Planning Area 21. This new Planning Area (Planning Area 20) includes three and four-story stacked flats wrapped around an on-grade parking structure and on-street parking areas. Please refer to Table 2.2 and Figure 2.6 for additional information on this alternative development plan.

4.2.5 High Rise Residential (HR)

The High Rise Residential Planning Areas are designed to bring a new style of urban living to Oxnard. Three towers are proposed, two in Planning Area 16 and one in Planning Area 20. The towers are designed to maximize views of the ocean and the mountains. The towers are envisioned as the ultimate urban living experience and include up to 442 residences with private balconies, rooftop recreation and amenities, and concierge service.

Parking for residents, guests, and related service personnel is provided by partially underground and above ground parking structures. Additional guest and service related parallel parking is available along Main Street, Street “B”, Street “C”, and Street “G”.

Planning Area 16 encompasses approximately 3.3 acres; Planning Area 20 encompasses approximately 1.5 acres.

An alternative development plan, Option “A,” has been developed for High Rise Planning Area 20, as described in the Chapter 2. This optional development plans removes the high-rise tower located in Planning Area 20 and reduced the number of residential units within Planning Area 16. Please refer to Table 2.2 and Figure 2.6 for additional information on this alternative development plan.

4.3 MANDATORY RESIDENTIAL DESIGN ELEMENTS

The following general design principles and specific development standards are applicable to the development of any residential project as part of this Specific Plan.

4.3.1 The Neighborhood Concept

The “neighborhood concept” within the context of The Village Specific Plan includes the following key elements which shall be used as a guide during the final design and development of each residential dwelling:

- All residential Planning Areas shall be designed as inter-connected neighborhoods;
- The size and configuration of neighborhoods shall ensure that housing, jobs, daily shopping

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- needs and other essential activities are within walking distance of each other;
- As many activities as possible shall be located within walking distance of mass transit;
 - The neighborhoods shall contain a diverse mix of housing types to enable residents from a wide range of economic levels, age groups, and household types to live within its boundaries, including residences for-sale and for-rent;
 - The neighborhoods shall contain an ample supply of publicly and privately maintained open space in the form of squares, plazas, greens, gardens, paseos, and parks whose frequent use is encouraged through their placement and design. The formal neighborhood parks, and pocket parks are proposed to be for the private use of on-site residents, with the exception of The Village Green, which could be a public recreational space. The plazas, squares, and courtyards within the Mixed Use Planning Areas are proposed to be public spaces;
 - Publicly and privately maintained spaces shall be designed to encourage the attention and presence of people at reasonable hours of the day and night;
 - Neighborhoods shall have well-defined edges created by lively mixed use areas, variation among streets, and uniquely landscaped environments;
 - The neighborhoods shall be connected by pedestrian friendly streets, pedestrian paths, and bicycle paths providing interesting routes to destinations. The streets and paths shall be of appropriate size based upon their intended use, spatially defined by buildings, trees and lighting, and shall discourage high-speed traffic;
 - The residential buildings shall be designed with authentic architecture on all sides of the buildings;
 - The design features along the fronts of residential structures shall relate the dwelling to the street, park, or landscaped courtyard. Where feasible, the building design shall orient stoops, porches, living rooms, and other more public spaces toward the street; and
 - Each neighborhood within the Specific Plan shall have a distinctively European or other compatible architectural style.

4.3.2 Neighborhood Design Standards

The following standards are intended to promote social interaction and

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pedestrian activity inherently within the design of the residential neighborhoods:

- Buildings shall front towards the streets, landscaped courtyard, or park. Setback standards for each dwelling type are defined in Section 4.4 Building Types.
- All building elevations visible from public view areas (such as parks, courtyards, and public streets) shall be designed with significant architectural elements, including enhanced entries, porches, and building façade variation where appropriate.
- All buildings shall have articulated front elevations. At least two types of articulation are required:
 - 1) Architectural elements shall be provided which extend forward, such as portions of the ground floor which extend towards the street property line beyond the rest of the façade; and
 - 2) Each building façade facing Main Street or a neighborhood street shall be divided horizontally into two or more planes.
- Building clusters shall utilize the streetscape, parks, internal courtyards or plazas as focal points.
- Building corners shall be well defined with vertical elements to help identify the public spaces and improve orientation within the neighborhoods.
- Landscaping and monument signage of appropriate scale and character shall be provided at key intersections or obvious points of transition to identify and/or differentiate the residential neighborhoods.
- Narrower, pedestrian-friendly neighborhood streets and well landscaped pedestrian/bicycle passages shall interconnect the residential neighborhoods with the Mixed Use and Transit Center Planning Areas.
- Alleys proposed to serve the High Density Residential Planning Areas shall be designed to include appropriate turn-around spaces at the terminus of dead-end alleys, or shall be designed in a loop system intersecting with a neighborhood streets when dwellings front onto a landscaped courtyard, or shall be designed as a service alley intersecting with neighborhood streets when dwellings front onto the street.

4.3.3 Parking Structure Design

- Parking structures shall be sited to avoid obstructing the public view and casting shadows on

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ground-floor pedestrian oriented uses.

- The maximum allowable height for any above-grade parking structure(s) shall be limited to sixty (60) feet to the top floor level, measured from grade.
- Vehicle access to structures shall be set back from the primary pedestrian-oriented frontages.
- Parking structures which primarily serve a building or group of buildings shall be wrapped with mixed use or residential buildings on at least three sides.
- Parking structures that fronting the street shall include appropriate architectural treatments, in the form of a commercial, residential, or civic oriented (such as a recreation terrace or other recreation facility) liner so that the street is appropriately activated.
- Ramps, cars, and sources of artificial lighting shall be minimally visible from public ways and open space.



Legend

- ① Gateway landscaping accent
- ② Where possible, residential dwellings front onto the public street
- ③ Well landscaped and narrow neighborhood streets promote pedestrian/bicycle use and connect to pedestrian/bicycle paths
- ④ Residential dwellings oriented around specialized open space: plazas, squares, greens, courtyards, and recreation facilities and parks

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4.4 BUILDING TYPES

The High Density Residential, Live/Work, Very High Density Residential, and High Rise Planning Areas form the Specific Plan's residential neighborhoods. This section establishes specific building type standards for the residential Planning Areas.

The following building types are permitted within the residential Planning Areas:

- Building Type H: High Density Residential
- Building Type L/W: Live/Work Residential
- Building Type VH: Very High Density Residential
- Building Type: HR: High Rise

The following sections describe the requirements applicable to each building type. Figure 4.2 - Residential Regulating Plan illustrates the conceptual building configuration and type, density, block pattern, and frontage type for the residential Planning Areas.



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4.4.1 Building Type H: High Density Residential



Illustrative Photo

Building Envelope

Lot Width: 15' min.

Building Height: 3-stories and 46' max. to top of parapet

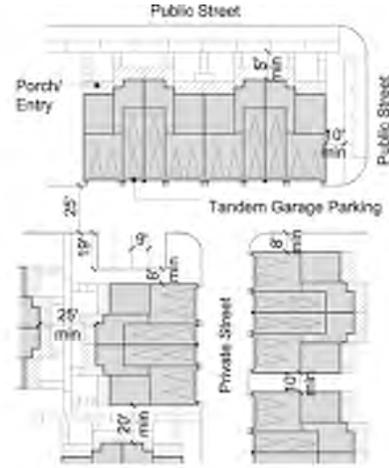
Lot Frontage

Lots front the public street or landscaped courtyard and shall be served by a residential lane at the side or the rear.

Setbacks

Refer to Plan Diagram Below

- A. Front: 5' min. to 10' max.
- B. Rear: 0' min.
- C. Side, Street: 10' min. at corner lots
- D. Side, Alley: 8' min. at corner lots
- E. Side Between Buildings: 10' min.
- F. Front Between Buildings: 25' average, 20' min



Typical High Density Configuration



Concept Rendering

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Building Orientation and Use

- Buildings types and frontages shall generally be in accordance with the Regulating Plan (Figure 4.2).
- Interior spaces between courtyard oriented building clusters shall include paseos, and pedestrian connections from the front to the rear property lines. Overall paseo width (including landscaping) should be 20' minimum, average 25' with meandering concrete paths and ample landscaping. If a single paseo is provided, it shall be located mid-block.
- Main access to each unit shall be provided directly from the street or landscape courtyard.
- The ground floor shall be designed so that living areas (i.e. living room, family room, dining room, etc.), rather than sleeping or service rooms, are oriented towards fronting street or courtyard.

Open Space

- At least 10% of each lot shall be dedicated towards common open space.

Service Requirements

- Parking and other service uses shall be located within access lanes.

- Access to dry utilities, utility meters and other service functions shall be from the alley.
- A maximum 5 foot planting strip shall be provided in front of each garage to soften its appearance.

Parking Requirements

- Each dwelling unit shall be provided with two enclosed garage parking spaces, served by an access alley.
- Parking along public streets and designated off-street surface parking areas, as shown on Figure 6.4 Parking Plan, shall be provided to satisfy the requirement for visitor parking.
- Parking shall be prohibited within all alleys. Parking can be prohibited by painting the curbs red, no parking painted on the aprons, no parking signs in the alley, and if necessary, recording a deed restriction on each individual lot that prohibits owners from parking in the alleys and would permit enforcement by the HOA and/or City of Oxnard.

Trash Storage and Collection

- Each dwelling unit shall include a 20 square foot trash storage area outside of individual garages. Trash collection shall be from the alleys, but when alleys are not

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conducive to trash pick up, street side pick up will be required.

- The trash storage area shall be screened from the street and large enough to contain at least two trash containers and shall be located in such a manner that allows container removal without vehicle removal.

- Where individual trash can storage areas are not feasible, common trash bins designed to serve a cluster of residential dwellings, shall be located off-street at a location acceptable to the City of Oxnard Sanitation Department and shall be located within an appropriately designed trash enclosure. A determination of an acceptable refuse service and storage program shall be completed as part of the City's Development Design Review (DDR) process.

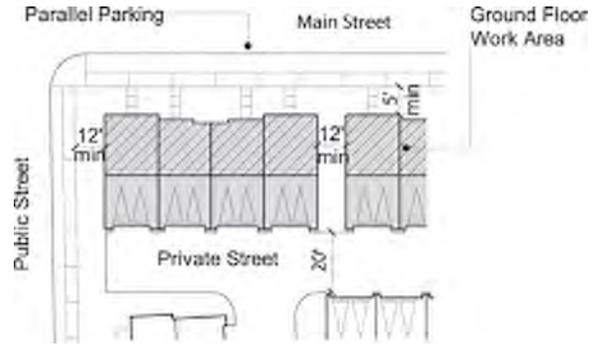
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4.4.2 Building Type L/W: Live/Work



Illustrative Rendering



Typical Live/Work Configuration

Lot Frontage

Lots front the public street and shall be served by a private lane at the rear.

Building Envelope

Lot Width: 20' min.
Building Height: 3-stories, and 46' max. to top of parapet



Concept Rendering

Setbacks

Front: 5' min. to 10' max.
Rear: 0' min.
Side: 12' min. at corner lots
Side Between Buildings: 12' min.

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Building Orientation and Use

- Buildings type and frontages shall be in accordance with Regulating Plan (Figure 4.2).
- The main entrance to the ground floor office/flex space shall be from a public street.
- The main entrance to the upper floor residential space shall be from the front of the building. Secondary access can also be provided from the garage.
- Building architecture should complement the pedestrian orientation of the Mixed Use Planning Areas.

Open Space

- At least 10% of each lot shall be dedicated towards common open space.

Service Requirements

- Parking and other service uses shall be accessed via alley.
- Access to dry utility meters and other service functions shall be from the alley.
- A maximum 5 foot wide planting strip shall be provided in front of each garage to soften its appearance.

Parking Requirements

- Each dwelling unit shall be provided with two enclosed garage parking spaces, served by an access alley.
- Parking along public streets and designated off-street surface parking areas, as shown of Figure 6.4 Parking Plan, shall be provided to satisfy the requirement for visitor parking.
- Parking shall be prohibited within all alleys. Parking can be prohibited by painting the curbs red, no parking painted on the aprons, no parking signs in the alley, and if necessary, recording a deed restriction on each individual lot that prohibits owners from parking in the alleys and would permit enforcement by the HOA and/or City of Oxnard.

Trash Storage and Collection

- Each dwelling unit shall include a 20 square foot trash storage area outside of individual garages. Trash collection shall be from the alleys, but when alleys are not conducive to trash pick up, street side pick up will be required.
- The trash storage area shall be screened and large enough to contain at least two trash containers and shall be located in such a manner that allows

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container removal without vehicle removal.

- Where individual trash can storage areas are not feasible, common trash bins designed to serve a cluster of residential units, shall be located off-street at a location acceptable to the City of Oxnard Sanitation Department and shall be located within an appropriately designed trash enclosure. A determination of an acceptable refuse service and storage program shall be completed as part of the City's Development Design Review (DDR) process.

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4.4.3 Building Type VH: Very High Density Residential



Illustrative Photo

Lot Frontage

Lots front the public street and are arranged around a common court(s).

Building Envelope

Lot Width: 25' min
Building Height: 60' max to top of parapet or midpoint of roof

Setbacks

Front: 25' min. (from Oxnard Blvd.)
10' min. (from Main St. or "A" St.)
Rear: 10' min.
Side: 10' min.
Side Between Buildings: 25' min. for use as landscape courtyard(s)



Typical Very High Density Configuration



Concept Rendering

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- The main entrance to each ground floor dwellings shall be directly from the street or courtyard. Access to dwellings on the upper floor shall be from an elevator or corridor. Interior circulation to each dwelling shall be from a corridor.
- Parking garages beneath the buildings or located on grade shall be accessed from Street "A"
- Access shall be provided between the garage and every level of the building.

Open Space

- Landscaped courtyards shall include recreational amenities. Courtyards can be located on the ground or on a podium.

Service Requirements

- Parking for service providers shall be located within the subterranean or surface parking garage or lot or on Street "A".
- Access to dry utility meters and other service functions shall be from the Street "A" and shall be effectively screened.

Parking Requirements

- Each dwelling unit shall be provided with indirect access to two parking spaces within the parking garage or within a combination of tuck under

parking and surface parking sufficiently screened from public view. Surface parking shall be subject to review and approval by the City's Planning Department

- Parking along public streets and designated off-street surface parking areas, as shown of Figure 6.4 Parking Plan, shall be provided to satisfy the requirement for visitor parking and may be shared as part of a Shared Parking Management Program.

Trash Storage and Collection

- Trash storage shall be provided within an enclosed trash storage area within each parking garage or at accessible off-street street locations. If trash storage/collection areas are located within sub-surface garages, the HOA or other designated responsible party shall be responsible for moving the trash bins to and from an accessible street side location on trash pick up days. Any off-street trash storage areas shall be fully enclosed and shall be designed with compatible architectural treatments.
- Internal trash and recycling chutes, or other acceptable means of internal trash disposal shall be provided in a central location within each floor or within each residential unit. Trash from the chutes will be conveyed to a central trash compactor/bin located at the garage level. The Homeowners' Association shall be responsible for maintenance.

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4.4.4 Building Type HR: High Rise



Lot Frontage

Lots shall front a neighborhood street and shall be served by parking garage entry at the side of each lot.

Building Envelope

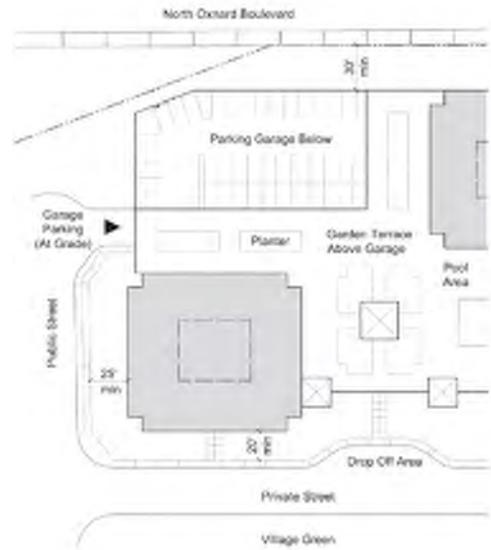
Lot Width: 100 feet min.
Building Height: 25 stories and/or 270' max.

Setbacks - Planning Area 16

Front: 20' min. from "G" Street
Rear: 30' min. from Oxnard Blvd.
Side: 10' min. from 101 Freeway R.O.W.
Between Buildings: 80' min.

Setbacks - Planning Area 20

Front: 20' min. from "A" Street
Side: 10' min. from Main Street
Rear: 25' min. from Oxnard Boulevard



Typical Tower Configuration



Concept Rendering

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Building Orientation and Use

- Buildings types and frontages shall be in accordance with the Residential Regulating Plan (Figure 4.2).
- The main entrance to the towers shall be from a ground floor lobby fronting the street. Elevator access shall be provided from the subterranean portions of the parking structure and the ground level lobby to all levels of the building.
- The towers shall be offset to provide views from all sides of the buildings.
- Private recreational facilities shall be provided on the roof of the parking structure.

Service Requirements

- Parking for service uses shall be located on the surrounding public streets.
- Access to the parking garages shall be from one of the streets at the sides of each lot (from Street "A", Street "B" or Street "C").
- Access to dry utility meters and other service functions shall be from the streets at the sides of the lot and shall be effectively screened.

Parking Requirements

- Each dwelling unit shall be provided with indirect access to two parking spaces within the parking garage. Note that some of the garage parking spaces may be shared as part of the Parking Management Program.
- Additional garage parking and on-street parallel parking spaces, as shown of Figure 6.4 Parking Plan, shall be provided to satisfy the requirement for visitor parking. Guest parking will also be provided within the Shard Parking District.

Trash Storage and Collection

- Trash storage shall be provided within an enclosed trash storage area within the parking garage. The building management company, or HOA, or other designated responsible party shall be responsible for moving the trash bins to and from an accessible street side location on trash pick up days.
- Interior trash and recycling disposal areas and/or chutes will be provided in a central location within each floor or within each residential unit. Trash from the chutes will be conveyed to a central trash compactor or bin located at the garage level. The Homeowners' Association shall be responsible for maintenance and upkeep of the internal trash disposal system.

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4.5 FRONTAGE TYPES

Public frontages (e.g. the street edge and pedestrian way) and private frontages (the front yard setback area) create the streetscape character and define the appropriate degree of privacy for the building, and if applicable, its ground-floor uses. Frontages also provide transitions between interior private space and exterior public space.

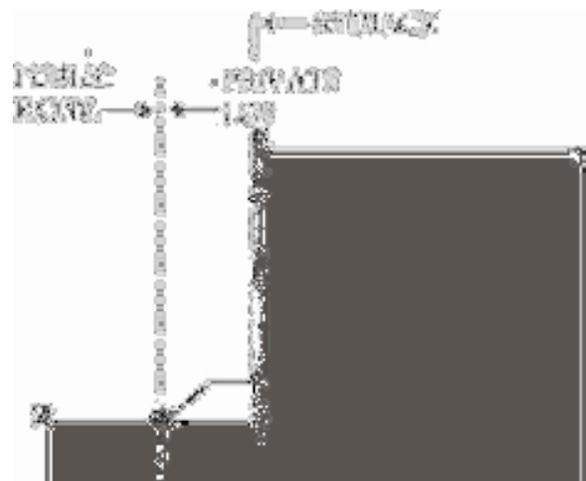
This section establishes the range of frontage types permitted within the High Density, Live/Work, Very High Density, and High Rise Planning Areas. The frontage types permitted within each Planning Area are outlined on Figure 4.2.

4.5.1 Stoop

Stoop is a frontage type where the façade is aligned close to the property line, with the lower story elevated from the sidewalk sufficient to secure privacy for the windows. The access is usually an exterior stair and landing. This frontage type is recommended for ground-floor residential uses. The lower floor shall not be higher than 3 feet above the adjacent ground outside.



Illustrative Photo



Section Diagram

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4.5.2 Forecourt

Forecourt is a frontage type where a portion of the façade is close to or at the property line, while a substantial portion of it is set back. The forecourt created is suitable for gardens and architectural relief. This frontage type should be utilized in conjunction with other frontage types. Trees within the forecourt can overhang the sidewalks.



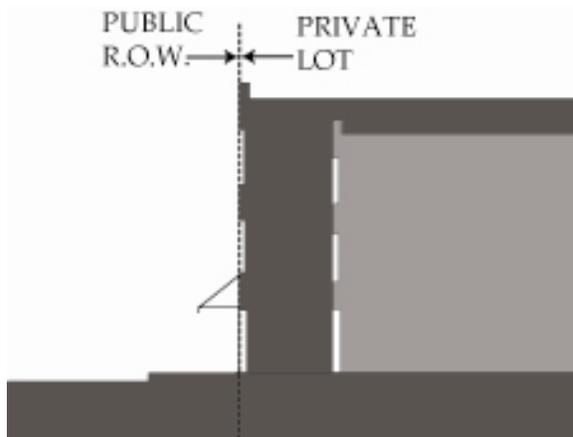
Illustrative Photo

4.5.3 Dooryard

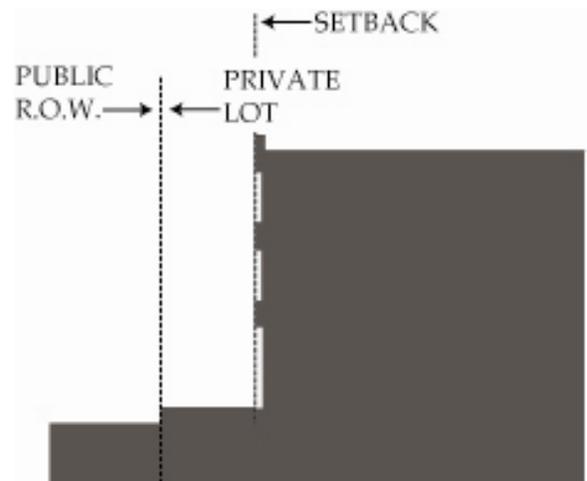
A dooryard frontage is where the façade is set back from the property line by a low garden wall or fence (no more than 2 feet in height), and setback no more than four feet when measured from the back of the sidewalk. This type buffers residential use from urban sidewalks or other urban structures, removing the private yard from the public encroachment.



Illustrative Photo



Section Diagram



Section Diagram

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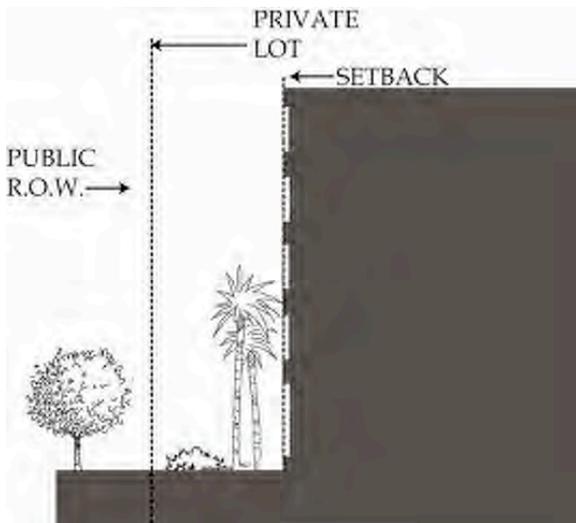
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4.5.3 Common Yard

Common yard is a frontage type where the façade is set back at least 15 feet from the property line. The yard created can be fenced or unfenced and is visually continuous in landscaping.



Illustrative Photo



Section Diagram

